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HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1s. 2½d.

No. 27,928

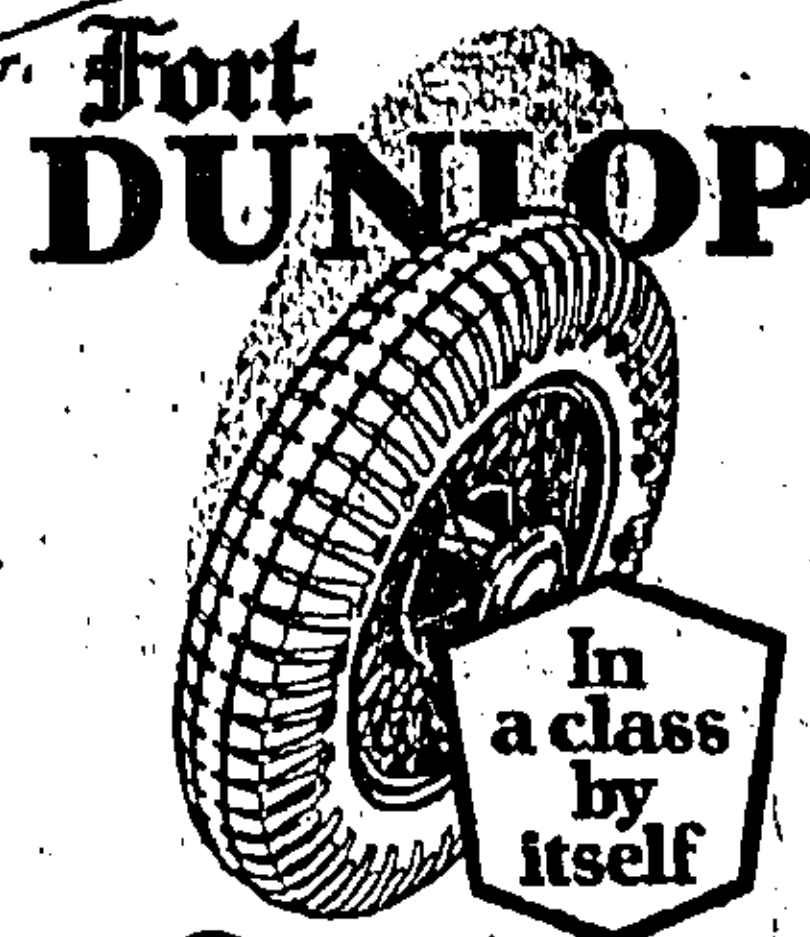
HONG KONG, THURSDAY, OCTOBER 15, 1931.

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DISPUTE ON MANCHURIA.

Lull in Council at Geneva.

AMERICAN OBSERVER.

Geneva, Yesterday. A reply has been received from Washington and there is reason to believe that Mr. Prentiss Gilbert will sit with the Council as American observer.

A meeting of the Council will likely be held to-morrow. Reuter.

[Mr. Prentiss Bailey Gilbert, who was educated at Columbia and Cebu (Philippines) was special aide in the Philippines during the Spanish-American War and on the General Staff during the World War, following which he was appointed chief of the Division of Political and Economic Information, Department of State, Washington.]

Earlier News. Geneva, Yesterday. No public meeting of the Council was held to-day but there have been further private conversations.

M. Briand received, at his hotel at 9.30, the members of the Council's committee on the Sino-Japanese conflict. He was to have seen, yesterday afternoon, the members of the Council who did not participate in yesterday's private conference of the four big Powers and Spain, but owing to the prolongation of the public sitting this projected private meeting had to be abandoned.

M. Briand is keeping the members of the Council who did not attend the deliberations of the Council's committee on the dispute informed of these private discussions.

League circles fully realise the difficulty of the situation, and the final decision of the Council is awaited with much interest.

Hitherto both sides maintain their positions, and show no sign of yielding.

The private sitting of the Council has ended. All the members of the Council except the Chinese and Japanese representatives were present. The question discussed was the admission of a representative of the United States Government at the sittings of the Council dealing with the Sino-Japanese conflict, and the procedure to be adopted in this connection was discussed and it is understood that an agreement was reached.

It is now expected that the Council will hold a public sitting this afternoon, when an announcement will be made with regard to the participation of the United States.

U.S. Participation. The private meeting of the Council this morning decided to invite the United States to attend the deliberations of the Council.

The formula agreed upon is understood to require the consent of the Chinese and Japanese representatives, both of whom called on M. Briand after the private meeting of the Council, and it is understood that China's consent has already been obtained.

Mr. Yoshizawa, after a long conversation with M. Briand, declared that he must refer the question of an invitation to the United States to the Japanese Government for instructions, and pending the receipt of these presumably no further meeting of the Council will be held to-day.

INDIA FEDERATION SCHEME.

State Rulers and Finance.

ADVANCE KNOWLEDGE.

Rugby, Yesterday. The Federal Structure Committee of the Indian Round Table Conference further considered the report of its Finance Sub-Committee to-day and the discussion was adjourned until to-morrow.

Sir Tej Sapru urged that the expert Committee on Finance contemplated in the report should be set up by the new Federal Government, which should take the final decisions. During the interim special financial powers should be given to the Governor-General in Council.

Sir Akbar Hydari said that the States had not changed in their attitude and federation was still their goal, but it was essential the States should know in advance the full implications of the federal finance scheme. For this reason he opposed leaving it to the new Federal Government to set up an expert Committee.

His Highness the Maharajah of Bikaner reiterated his faith in federation, but they must know broadly the extent of their obligations.

Sir Mirza Ismail, Prime Minister of Mysore, urged the total abolition of tributes from the Indian States.

Mr. Gandhi recommended that the report be referred back and the Sub-Committee asked, with the material at its disposal, to produce a minimum scheme to which the States could agree, defining as far as possible the sources of revenue so that a start might be made with federation.

Shafat Ahmed Khan was convinced that the federal scheme was not in danger and that the financial proposals of the report afforded a substantial foundation of future federation. The work of expert franchise or other enquiries could be completed in 12 months and, meantime, existing conditions should continue. The expert Committee should be appointed by the Crown and its report, together with those of other enquiries, considered later in India.—British Wireless Service.

CANE FOR YOUTH.

Theft from An Indian Constable.

Remanded by Mr. W. Schofield yesterday, in order that he might have an opportunity of refunding \$5.50 to the pawnbrokers, with whom he had pawned a watch and a silver watch, Li Man-chung (16), attired in the uniform of a Canton Government School, appeared again in the Central Police Court this morning on a charge of theft, the complainant being an Indian P.C.

It was stated by the Police that no person at the shop to which defendant went for the money would have anything to do with him. His only relative had left for Canton and would be away for probably three months.

Mr. Schofield: I am of the opinion that defendant is over sixteen years of age, English reckoning. I think he had better be sent to Canton. Five strokes of the cane in Court, and to be sent to Canton, the fare to be paid from the Poor Box.

It will be recalled that defendant was fined \$75 or five weeks' jail by Mr. Williams yesterday for the theft of a bicycle from a Chinese bicycle shop. His Worship this morning reconsidered the penalty, and ordered five strokes of the cane, stating that he made the alteration only on account of the defendant's age.

PLANS FOR ELECTION

PLANKS OF TORY PLATFORM.

TARIFFS PLEA OPPOSED BY LL. GEORGE MEN.

Rugby, Yesterday. Further arrangements between Liberal and Conservative supporters of the National Government were announced to-day, and the number of candidates who have withdrawn to prevent splitting the Government vote is steadily growing.

In many constituencies where local rivalry is keen the question of one of the candidates standing aside is causing some difficulty, but negotiations are proceeding.

In regard to the attitude of candidates representing the Lloyd George wing of the Liberal Party, it is stated that they will support the Government in dealing with the national emergency, except on the proposal for general tariff.

No Single Remedy. In his election address issued to-day Mr. Neville Chamberlain, Conservative Minister of Health, states:—

"In the House of Commons with my colleagues I recognise that no single remedy can be a complete cure. But, while I am ready to examine every proposal which seems likely to be helpful, I must frankly say that I believe a tariff levied on imported foreign goods will be found indispensable."

He declares his conviction that the ultimate destiny of the country is bound up with that of the Empire. "The Dominions alone have vacant spaces and kinship with ourselves, which make them suitable as homes for the people of the British race. It should be possible, with the aid of their goodwill, to prepare the way for developments which will restore prosperity to them and offer new and hopeful outlets for our coming generation."—British Wireless Service.

"WHITE SLAVERY."

Deterrent Sentences on Three Traffickers.

In the Central Police Court this morning, Mr. Williams gave his decision in the "white slavery case" in which a Chinese, his wife, and an amah were the defendants. The man was charged with living on the proceeds of prostitution, whilst the wife and amah were charged with having exercised their control over four Chinese girls, for the purposes of prostitution.

The Magistrate convicted all defendants, and imposed a fine of \$400 or three months' hard labour in default on the married couple, whilst the amah was fined \$100 or one month's jail.

SWINDLE ALLEGED.

In a report made to the Police, Wong Tat-hung, managing partner of the Tai Shun Piecegoods shop, 36 Wing On Street, stated that on October 13 a Chinese ordered four rolls of cloth, valued at \$604.85, and asked for them to be delivered to the Luen Hing firm, 37, Connaught Road West. On arrival with the goods a fork was told to return the next day for payment.

Yesterday, the fork went there and found that the only thing left of the Luen Hing firm were the premises and the signboard!

REIGN OF TERROR IN IRELAND.

Proposal to Establish Death Penalty. SECRET TREASON TRIALS.

London, Yesterday. A drastic measure for suspending the Constitution of the Irish Free State in view of the terrorism of gunmen has been tabled in the Dail Eireann, by which it is proposed to establish the death penalty for terrorists and traitors, hold secret treason trials, and try armed civilians by Court martial, thus surmounting the difficulties attending the intimidation of juries.—Reuter.

STILL FINE. The Royal Observatory's weather report this morning states:—

The anticyclone is central to the north of Hankow.

Pressure is low to the east of Luzon, where a typhoon may be forming.

Local forecast:—N.E. winds, fresh; fine.

Through the American Consulate General:—

Manila, to-day, 8.50 a.m.—Typhoon in about 181 deg. Long.—E. 16 deg. Lat. N., direction unknown.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1—74.52 inches against an average of 79.05 inches—deficit 4.53 inches.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	73
Macao	70
Pratas Island	77
Foochow	68
Amoy	71
Chefoo	52
Shanghai	52

WAR ON BANDITS.

2 Japanese Regiments Take Field.

AN ARMoured TRAIN.

Mukden, Yesterday. This morning two Japanese infantry regiments, with some cavalry and artillery, accompanied by an armoured train and aeroplanes, were despatched from here for clearing the area between Mukden and the Liao River of bandits, who are reported to number 5,000. The train service has been disrupted by these military movements.—Reuter.

NO "SPECIAL RISK" IN AIR TRAVEL.

Paris, September 7. A very important advance has been made in regard to travelling by air. This has been recognised as a normal means of making a journey, and as involving no special risk from the insurance point of view.

After long negotiations, the Air Minister and the National Aeronautics Federation have secured an agreement in this sense from the Caisse Nationale d'Assurances. The insurance companies represented have declared that they will henceforth regard the risks of air travel as ordinary transport risks, whether the assured person is travelling only as a passenger or as a pilot.

This is the most practical declaration yet made that aerial travel is as safe as any other. Its effect is that premiums for life insurance will be no higher in the case of the air traveller than they would be if he used the ordinary rail or steamer routes.

CIVIL WAR IN SPAIN?

DISPUTE WITH THE CHURCH.

NEW CABINET JESUITS TO RESIST CONFISCATION.

Madrid, Yesterday. The Premier, Senor Alcalá Zamora, who is a Catholic, resigned after the decision of the Cortes in favour of the separation of Church and State, the expulsion of Jesuits, and the confiscation of their property.

The Home Secretary, Don Miguel Maura, has also resigned and others are expected to follow suit. The Cabinet, however, has not resigned and the Chamber will nominate a new Government.

New Premier.

A new Cabinet has been formed with Senor Azana as Premier and Minister for War and Senor Casares Quiroga as Minister of the Interior. The other members remain as before.

The new Cabinet thus comprises:—

Premier and War	Senor Azana.
Foreign Affairs	Don Alejandro Lerroux.
Finance	Senor Indalecio Prieto.
Interior and Marine	Senor Casares Quiroga.
Education	Don Marcelino Domingo.
Public Works	Senor Albornoz.
Labour	Senor Largo Caballero.
Economy	Senor Martinez Barrios.
Communications	Senor Martinez Barrios.

Catholic Deputies Withdraw. Yesterday, Yesterday.

The possibility of civil war in Spain is definitely nearer as the result of to-day's events.

Unemployment is assuming alarming proportions and the withdrawal of 52 Catholic Deputies from the Chamber owing to the anti-religion atmosphere are likely to lead to the gravest complication; also the choice of Senor Azana as Prime Minister is considered unhappy. He, as War Minister, "dismembered" the Army and made numerous enemies among the officers.

Resisting Arms.

The proposed confiscation of Jesuit property will affect many important concerns which are hand in glove with them.

It is reliably stated that the Jesuits will resist by arms, any interference with their property.—Reuter.

RELEASE AT LAST.

Hu Han-min Leaves Nanking.

ARRIVED IN SHANGHAI.

Nanking, Yesterday. Looking fit and cheerful, Mr. Hu Han-min left for Shanghai this morning in General Chiang Kai-shek's private coach. He was accompanied by his daughter, General Chen Ming-shu, and Messrs. Wu Tieh-chen, Chang Ching-kiang, Li Shih-tseng and Wu Tse-hui.

Before his departure, Mr. Hu Han-min received General Chiang at his residence and a brief private discussion ensued.

As soon as Mr. Hu arrives in Shanghai, Messrs. Sun Fo, Wang Ching-wei and other Canton leaders will proceed to Shanghai, where, after a preliminary conference, all will proceed to Nanking for a formal Peace Conference.

Shanghai, Yesterday. Mr. Hu Han-min arrived this evening. Interviewed, he said that he was staying at Mr. Sun Fo's house in Shanghai, and would wait here for the peace delegates from Canton.—Reuter.

"HONOURED IN HIS OWN COUNTRY."

Barrie's Tribute to Hardy.

STATUE UNVEILED.

The Northern country of Great Britain paid a noble tribute to the Southern when Sir James Barrie unveiled the statue to Thomas Hardy at Dorchester on September 2.

The statue—a bronze seated figure—the work of Mr. Eric Kennington, is erected outside the Western entrance to the town, the most commanding site that Dorchester—the "Casterbridge" of the Wessex Novels—could provide.

Lovers of Hardy's works from all over the world have contributed to the fund for this memorial.

A civic procession, which included mayors of neighbouring towns, was met on the way to the statue by a big gathering of Wessex folk, to many of whom Hardy's figure had been familiar.

Next to Sir James Barrie at the unveiling ceremony sat Mr. Hardy's widow, and near them were Miss Kate Hardy, the novelist's sister, Mr. and Mrs. John Antell, Lacey, one of his schoolfellows.

Sir James Barrie's long friendship with Hardy was mentioned by Mr. C. H. St. John Hornby in introducing Sir James.

Before unveiling the statue Sir

James Barrie said: "For a very few minutes only shall I venture to stand between you and what we have all come here to see, the figure that is behind these sheets."

Fate of Great Man. "He was a great man. That was his hard fate."

"In this matter you and I are the lucky ones. Our lot to be soon forgotten, not to be missed about by the apemen of the future—it is a warning thought for us, and what the kind Creator meant; but Hardy has to miss it. I believe, he would have preferred to share our right to the shorter span once his task was accomplished and the long day done."

"I believe, indeed, that in one way this statue must be a failure. If it is the living image of him whom it portrays, you will find, when the sheet is removed, that there is no statue there. It will have done what Mr. Hardy would have done, if he had heard that there was a great concourse of people to do him honour, slipped quietly away."

"I hope I have made our sculptor a little uneasy. It may be a warning to him not to do so well in the future."

"What is it precisely that we are expecting to see? Our ideas must be very varied."

"When the child Hardy was born the doctor thought him dead and dropped him into a basket. That was an anxious moment for this country. But a woman stepped forward to make sure. And found he was alive. A statue to this woman—Mr. Kennington could have done worse than give us that."

"What interests me still more is this, was Hardy shamming in the basket? If so, it was the only time in his life that he ever shammed. Yet, knowing what we know of him now we may think that at his first sight of life he liked it so little that he lay very still."

"There was never any more faltering. The undaunted mind. That was Hardy. That is a statue I see."

"Let me admit to you a certain longing I have. I know some things about Hardy that I feel sure can-

LOCAL SHARE MARKET.

Prices Holding Fairly Well.

QUIET UNDERTONE.

The official summary issued by the Stock Exchange to-day states: A quiet undertone still prevails in our market, but prices are holding fairly well.

Cantons were offering at \$1,500, as were also H.K. Pines, at \$1,460. Raubs were in demand at \$35½. Wharves changed hands at \$151 and \$152½ and closed in demand at \$150.

Providents (old) were in the market at \$5.40.

Hotels (old) were done at \$14.40, and the new shares at \$13.90, but at the close the former were in demand at \$14¼ and the latter at \$13.80.

Humphreys (old) were wanted at \$18¼.

Lands were dealt in at \$81½, and closed in demand at \$80.

Ewos were done at \$16.15. Trams were in request at \$20¼. China Lights were on offer at \$27¾.

Electricity could have been obtained at \$77¼.

Telephones (part paid) were the medium of sales at \$28½, and at the close there were further sellers at \$29.

Ropes were wanted at \$17½. Dairy Farms, which changed hands at \$29, closed in demand at \$28¾.

not be in Mr. Kennington's work, and I should like us to come here some night soon—maybe to-night—when all of you are in bed—especially Mr. Kennington—I should like to steal here in a white coat, with a hammer and chisel and chip those little bits in.

"Perhaps I shall find the statue surrounded by critics, all in white coats, all chipping; each one of us so zealous to get in some favourite bit of his own that he forgets it can only be done by chipping some better bit off."

"The darkness of his spirit, for instance, which some people, long forgiven, mistook for pessimism. There were years certainly, when I thought him the most unhappy man I had ever known; but if he had escaped his weird we could not have had our Hardy."

"And, after all, can one be altogether unhappy even when ridden by the Furies, if he is producing masterpieces? May we not suspect that he has moments of exultation which are denied to other mortals? I daresay the shades of the departed great gathered in that room at Max Gate to watch their brother write the last page of 'The Dynasts.' Happily after that he was to pass into a long evening of serenity."

"The President of the Immortals had ended his sport with Hardy."

"I will not further delay your seeing the statue. Our sculptor has chosen to show you, I think very wisely, Mr. Hardy as you knew him best in Dorchester, as you may often have met that quietest figure in literature on your country walks and his, as you and he went home along."

"I am as curious as you, for, except in the photograph, I only saw the statue long ago in the making. I hope it has grown so true to him that I shall even know what is in his pockets; probably a piece of string and an old knife."

"Thy Name is Wessex."

At the conclusion of his address Sir James placed a wreath of laurel at the foot of the Statue. Another was laid there from the English-Speaking Union inscribed "Thy name is Wessex."

The Mayor of Dorchester (Mr. W. J. Fare), responding, said that Hardy had "honour in his own country."

Mr. Eric Kennington, the sculptor of the statue, carved the memorial to the 24th Division, erected in Battersea Park, and painted the striking picture on glass of "The Kensingtons at Laventie" in 1916.

MOTORISTS THIS IS YOUR PAGE

MAKING MOTORS MIND

THE MOST SERVICE AND ENJOYMENT.

[By H. A. Alfth, Service Manager of General Motors Export Co.]

Distilled water should be added to the battery at such intervals as will ensure the tops of the plates being covered at all times. Usually the water should be added once a week in tropical regions and twice monthly in temperate.

To prevent corrosion of battery terminals and connections apply a coating of petroleum jelly over the battery posts and terminals, making sure that connections are properly tightened. If corrosion is present, clean posts and terminals with a strong soda solution before applying petroleum jelly.

See that the filler plugs are tight and the top of the battery is kept dry. An occasional inspection should be made of the ground connection between the battery and the frame or transmission as looseness in this connection is a frequent cause of electrical trouble.

A battery in good condition should register a hydrometer reading of not less than 1.260 climates where freezing of water occurs, or 1.180 in climates where this does not occur. If the reading falls below 1.150 and 1.080 in such climates, it indicates complete discharge and the battery should be taken to a battery station for charge.

It is not necessary to add acid to the battery. Except in cases of broken jar or deterioration of the sealing compound, loss of acid does not occur. It is inadvisable for car owners to experiment with so-called quick electrolytes for the purpose of keeping the battery fully charged.

Periodical lubrication of the steering gear and its connections with the proper lubricant is essential for in addition to minimizing wear, such attention will make for easy steering.

The car should be cleaned at reasonable intervals and while possible in some cases to clean with a dry cloth, if the car is very dirty, particularly if grit or small sand particles may be present in the dirt. Applying wax in liquid or paste form will help to protect the finish from the elements.

All chromium and nickel plated parts of the car should be kept

clean and free from dirt or foreign matter and for cleaning the chromium plated parts at least, nothing but soap and clear water and a clean rag should be used.

The upholstery material in closed cars is exposed to dirt and weather conditions which will cause wear and deterioration unless the proper care is given the upholstery. It is desirable at least once a month or more frequently if necessary, to clean the upholstery with a vacuum cleaner and a whisk broom.

If the material becomes spotted, a non-inflammable cleaning fluid should be used for removing the spots and when this has thoroughly evaporated, apply a hot flat iron wrapped in a wet cloth. Steaming the fabric and rubbing lightly against the nap will raise the nap to its normal position.

Floor carpets may be cleaned by rubbing with a sponge soaked in cleaning fluid.

The body of a car is attached to the chassis by hold-down or "body" bolts and between the body sill and chassis frame is placed an "anti-squeak" material. As the car is driven and the body weight compresses the anti-squeak and the body bolts seat themselves in the wood sills, these bolts may become loose. When this condition exists, the body will move on the chassis and squeaks and rattles will result. It is advisable to inspect the body bolts once a month, at least for the first few thousand miles of driving and tighten them when necessary.

Door hinges should be examined occasionally and hinge screws tightened if necessary. A small quantity of light oil applied once a month to door locks, striker plates, hinges, door check pins and dove tail bumpers will be found helpful in preventing squeaks and rattles.

Dust or dirt on the outside of the top should be removed with a sponge and soap suds, rinsing with clear water and then drying with chamols. Do not use gasoline or oil of any kind as these will injure the fabric and dull its lustre. Exposure to all kinds of weather, may in time dull the lustre of the top material used on closed cars and small cracks may even develop.

BARS SMOKING IN AUTOS.

The Czechoslovakian capital, already celebrated as the "anti-smokers' paradise," by its unique prohibition of smoking on any tramcar, has made another drastic move against tobacco users. This time it affects motorists. No driver of any motor vehicle may smoke.

TUNING FOR SPEED

It would be quite impossible in the space at my disposal to deal in great detail with the assembly and tuning of a motor cycle for high-speed work, therefore I shall deal with the subject on lines which will provide scope for further experiment.

I would give four main points as being those to which strict attention must be paid for a motor cycle to give a performance above the average. These are:—

1. Light reciprocating parts consistent with adequate strength and rigidity.
2. The elimination of metallic friction.
3. The reduction of pumping action in the crank-case.
4. High volumetric efficiency.

The Engine.

As a considerable amount of my racing experience has been on overhead camshaft engines certain remarks which follow apply only to this particular type of engine.

The greatest possible care is necessary in erecting the flywheels, as, unless these run absolutely dead true with the mainshaft and crank-pin unnecessary friction must be set up. I always erect my flywheels with the mainshafts resting on ball-races in V-blocks on a surface plate and I am not satisfied until they revolve true to a half-thousandth part of an inch.

Great care must be exercised in fitting the mainshaft bearings in the crank-case so that the race, whilst being held securely when the crank-case warms up must not be fitted so tightly as to cause distortion. I adopt the practice of heating up the crankcase in boiling water, the race being a nice push fit under this condition.

If the races have to fit in steel liners a Bunsen burner should be used as a slightly higher temperature than that imparted by boiling water is necessary. With the bearings fitted the two halves of the crank-case may be erected temporarily, in order to test bearing alignment. To do this, introduce a parallel test-piece through the crank-case, the test-piece being of such extent of about 2in.

The cylinder bolting down surface of the crank-case rests on a surface plate and in the absence of special instruments a scriber block can be used, the scriber being tried on the upper surface of the test-piece. During this operation the test-piece should be revolved in order to get a fair reading. Should there be any inaccuracy it can be rectified by hand-scrapping the top of the crank-case where found necessary.

Regarding side-play of fly-wheels, do not allow more than 1½ 1,000ths of an inch in over-head cam-shaft engines. In the average engine up to 10/1,000ths of an inch can be allowed.

Regarding the joint between the cylinder head and the cylinder barrel every care must be taken to obtain a perfect metal to metal seal and this is done by hand-grinding using grinding compound. The "modus operandi" is to apply grinding paste to the surfaces and a backward and forward motion similar to that adopted when grinding in valves should be followed. The cylinder head joint should be given attention in this direction every time the engine is taken down. When bolting down the cylinder head two nuts diametrically opposed one to the other should be fully tightened up first. If this procedure is not followed there is the possibility of distorting the cylinder head.

With reference to the use of grinding compound, particular care should always be taken to wash all parts so treated in benzene to remove all traces of abrasive material. This applies especially to bolt-holes. When fitting the gudgeon pin in the piston the latter should be heated in boiling water, the gudgeon pin-hole being carefully reamed with an expanding reamer to a push fit for the pin. The pin should be a perfect working fit in the connecting rod, which means that the maximum possible bearing surface is obtained. The great thing to guard against is a bell-ended bush.

FIRESTONE VOICE.

Returns to Air with Noted Radio Artists.

New York, Sept. 5.

Featured by a company of artists distinguished in the musical world, the "Voice of Firestone" returns to the air at 8.30 on Monday night, (September 7), over a nationwide N.B.C. network which reaches an estimated audience of forty million.

James Melton is the tenor soloist and Gladys Rice the soprano artist, both already favourably known to radio listeners from coast to coast. William Merrigan Daly directs the 30-piece Firestone Orchestra. The Firestone Male Quartette completes the musical ensemble.

This year's Firestone programme has an interesting feature apart from the musical side of the entertainment. In the opening broadcast to-night Harvey S. Firestone, Jr., will inaugurate a series of brief word pictures on the romance

FRANCE HOLDS FIFTY RECORDS.

The 1931 automobile racing season opened with the French holding 50 of the 62 official world's records, the British 9, Americans 2 and Italians 1. These are records approved by the International Sporting Commission, a subsidiary of the Association of Recognised Automobile Clubs of the World, organised to control international automobile racing.

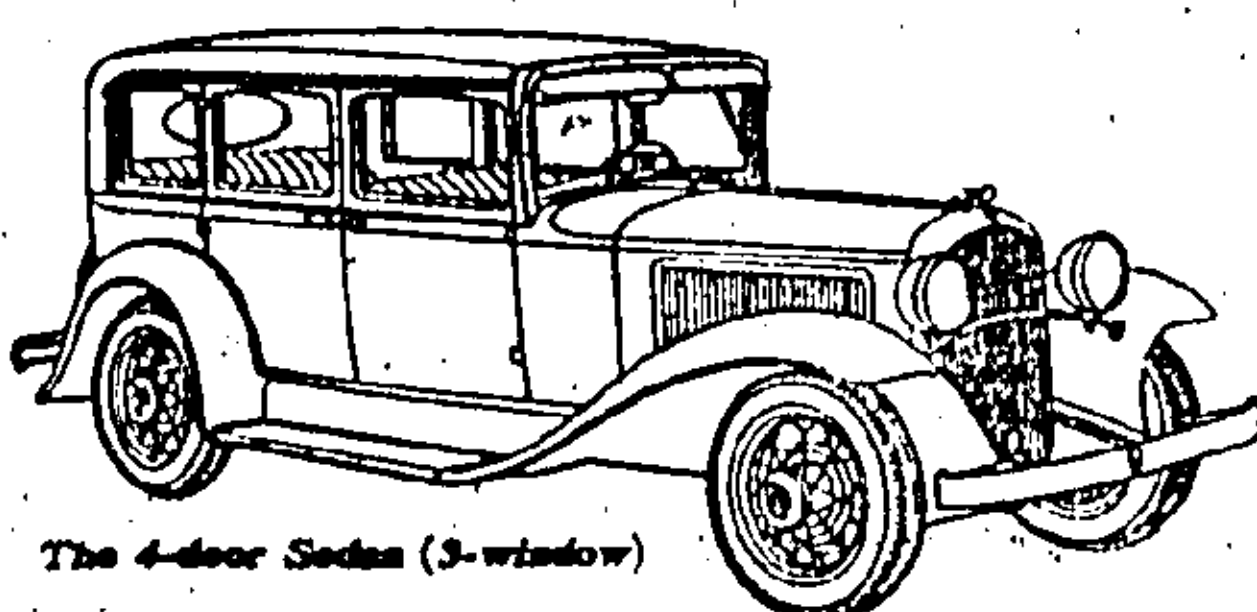
CARS REPLACE ELEPHANTS.

Elephant power has been so largely supplanted by motor vehicles in India that the Government recently had to auction seventeen elephants before buyers were found and then there were only half a dozen bidders.

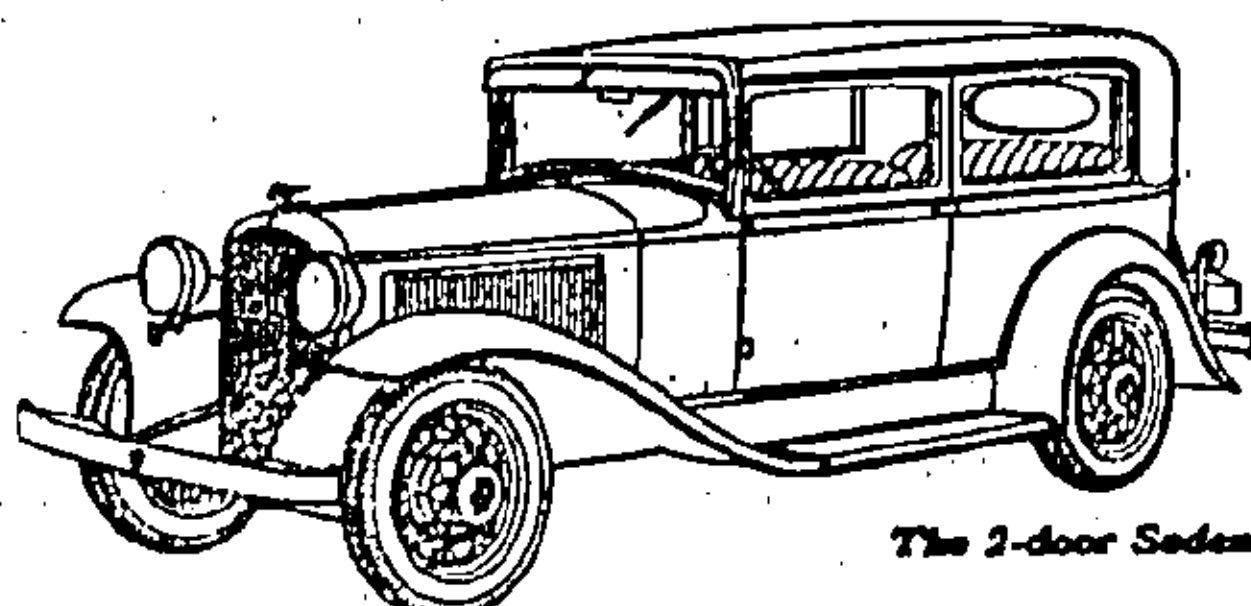
SMOOTHNESS OF AN EIGHT ECONOMY OF A FOUR

CHEVROLET

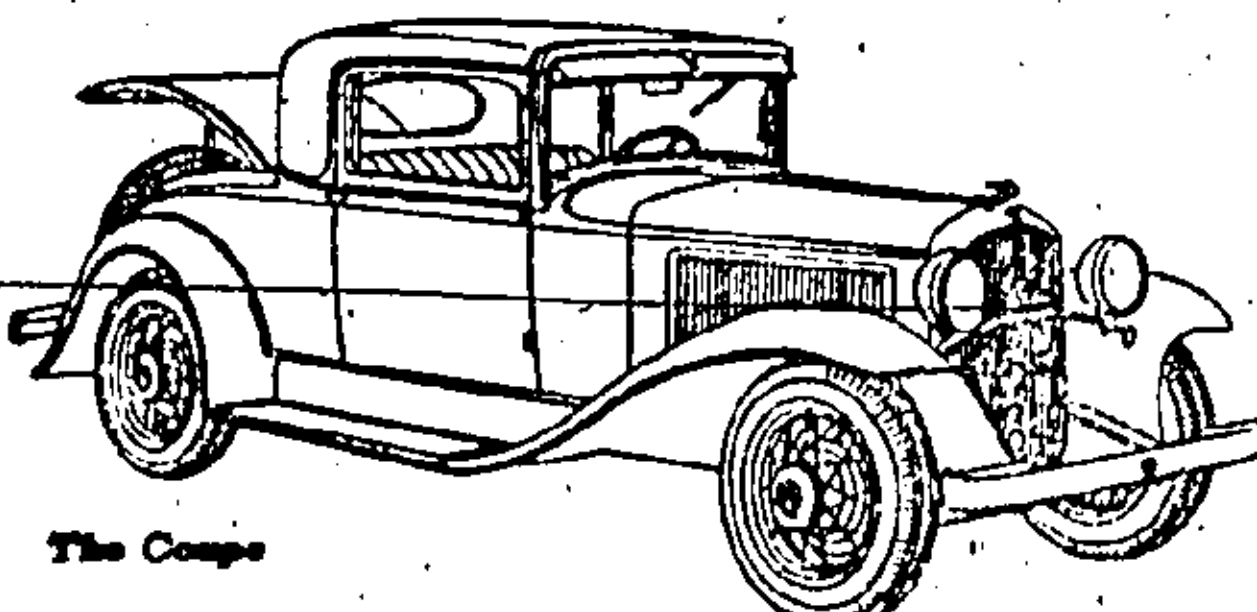
FLOATING POWER and FREE WHEELING



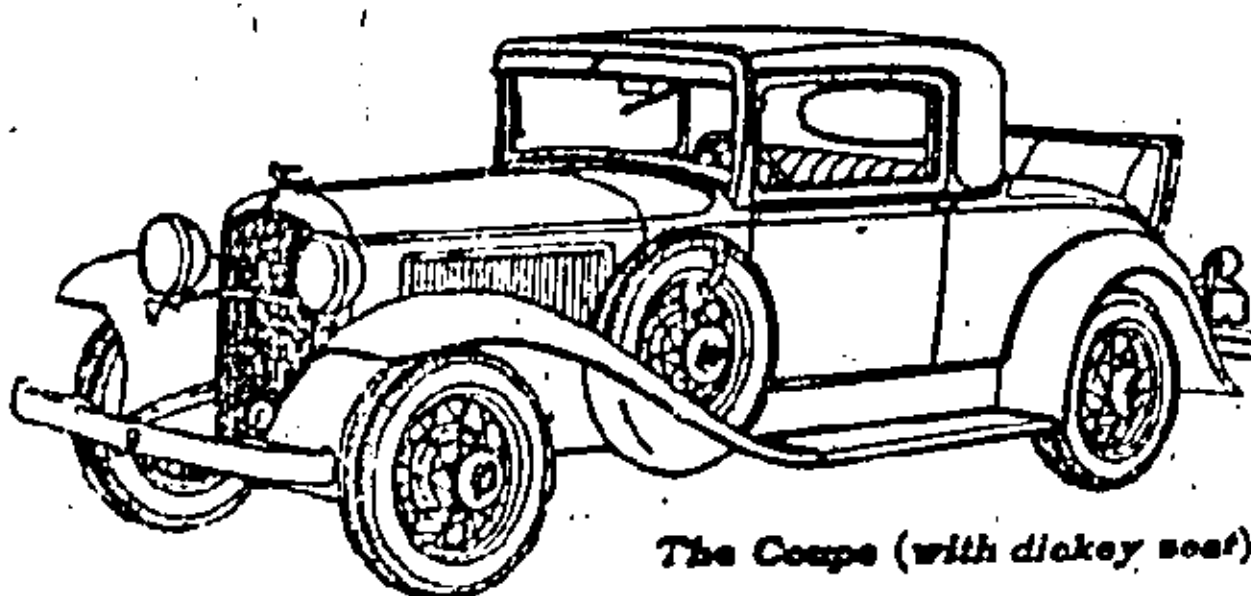
The 4-door Sedan (3-window)



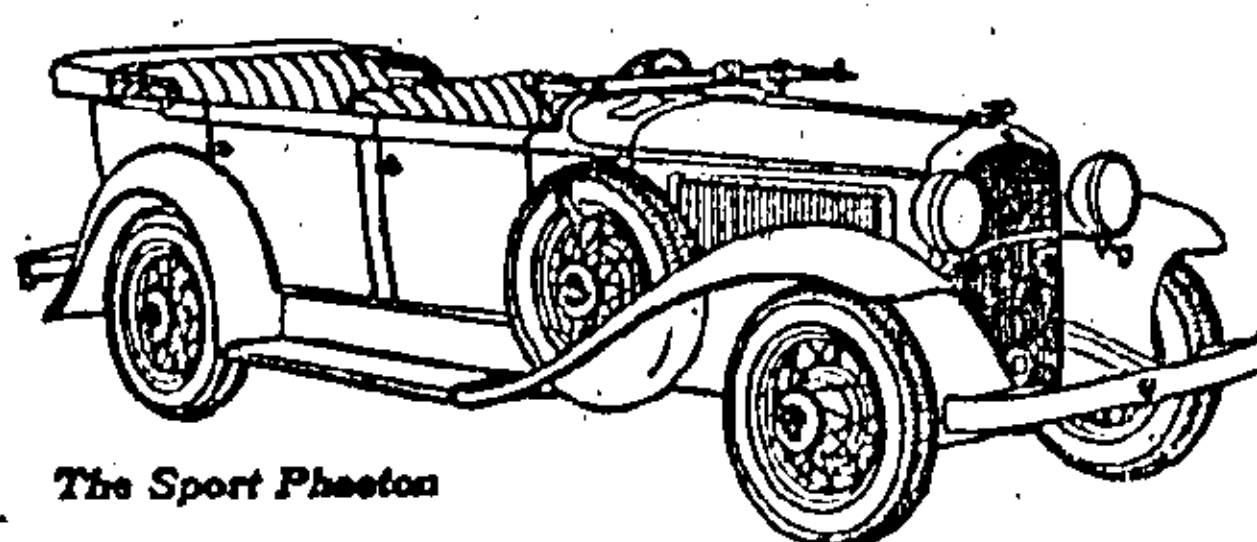
The 2-door Sedan



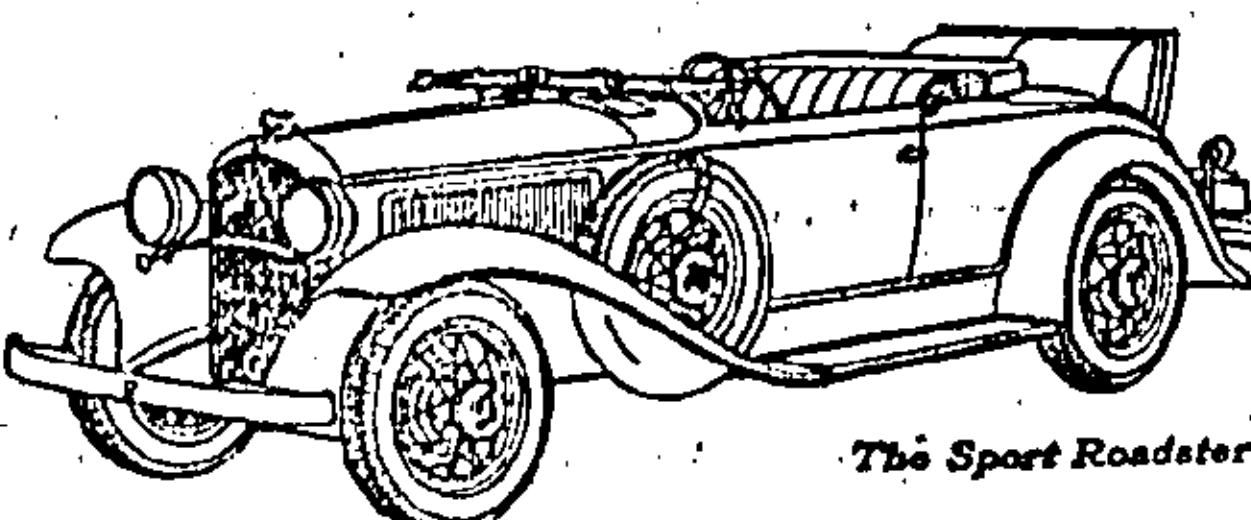
The Coupe



The Coupe (with diskey seat)



The Sport Phaeton



The Sport Roadster

Floating Power—vibrationless, smooth performance—Free Wheeling—smooth, easy driving with economy in gas, oil and engine wear—Easy-Shift Transmission—quick, quiet gear-shifting between second and high and back again at speeds of 35 to 45 miles an hour—56 Horsepower—65 or more miles per hour and ample power for heavy going—Hydraulic Brakes—simplest and unexcelled for safety—Steel Bodies—virtually one piece for safety and freedom from rattles and squeaks—Double-drop Frame—for greater safety and better lines—the only car in the low-price field with such revolutionary engineering developments.

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MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

FIAT MOTOR CAR.—A Goeke & Co., China, Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

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FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

TUNING FOR SPEED

(Continued from Page 2.)

Regarding valves and their adjustment, with an over-head camshaft model the exhaust clearance may be anything up to 20/1,000ths of an inch and the inlet up to 12/1,000ths of an inch. With push-rod engines there should be no perceptible clearance allowed, the "feel" of the push-rod being the best guide. With an overhead camshaft engine the clearance gets less as the engine becomes hot; the reverse applies with push-rod units.

The bevel gears must be meshed so as to avoid slackness on the one hand and binding on the other. Overhead camshaft drive has many advantages, not the least of which is that comparatively light valve springs can be used, as their only duty is to return the valve and rocker to its seating. This, of course means that there is less stress on the valve gear, less wear and consequently less need for

provide for constant lubrication. At high-speeds a chain heats up fairly quickly and therefore must be kept well oiled.

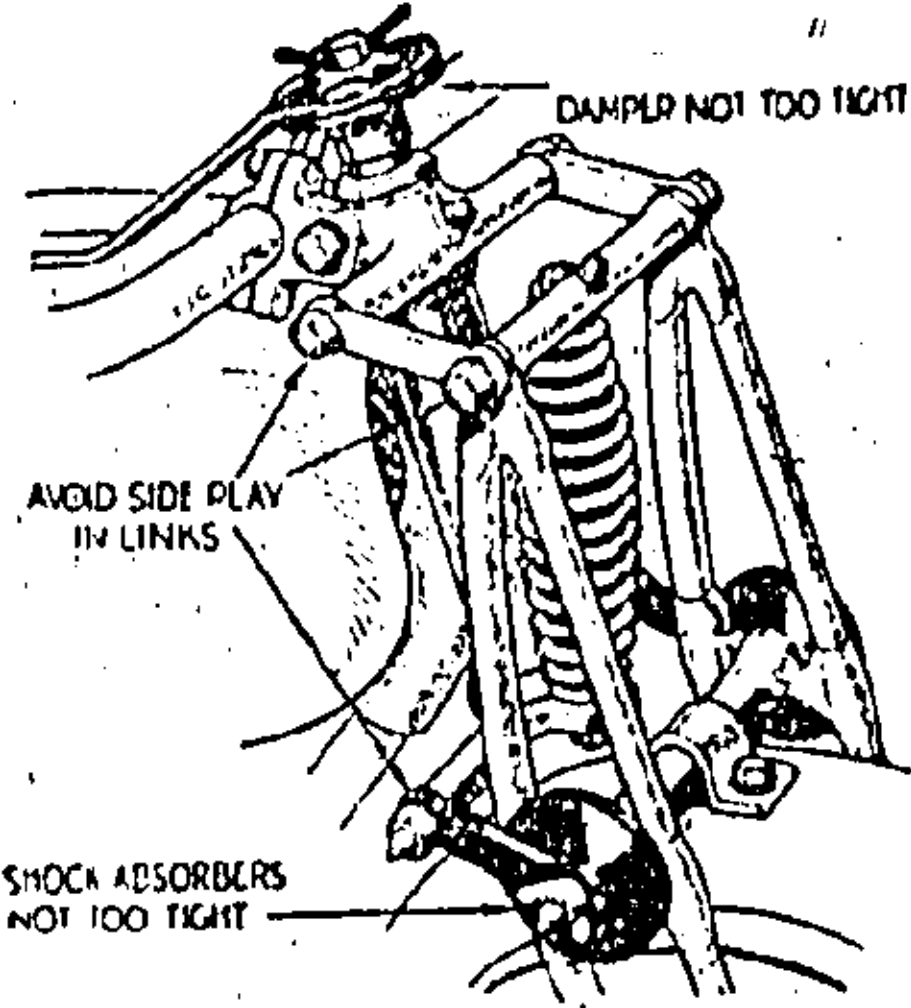
For gearbox lubrication I use Mobiloil "TT"; in no circumstances should a heavy oil be used, as loss of power due to fluid friction must be reduced to the minimum.

I must lay stress on the need for absolute freedom of all parts as a tight spot may result in a seizure or at least absorb power which should be available at the rear wheel.

Regarding chains, always use soft rivets to join the chain, not the usual type of spring clip. Clips are quite satisfactory for normal use, but no risk should be taken in really high-speed work.

Carburettor.

The chief duty of the carburettor is to provide for as great a volume

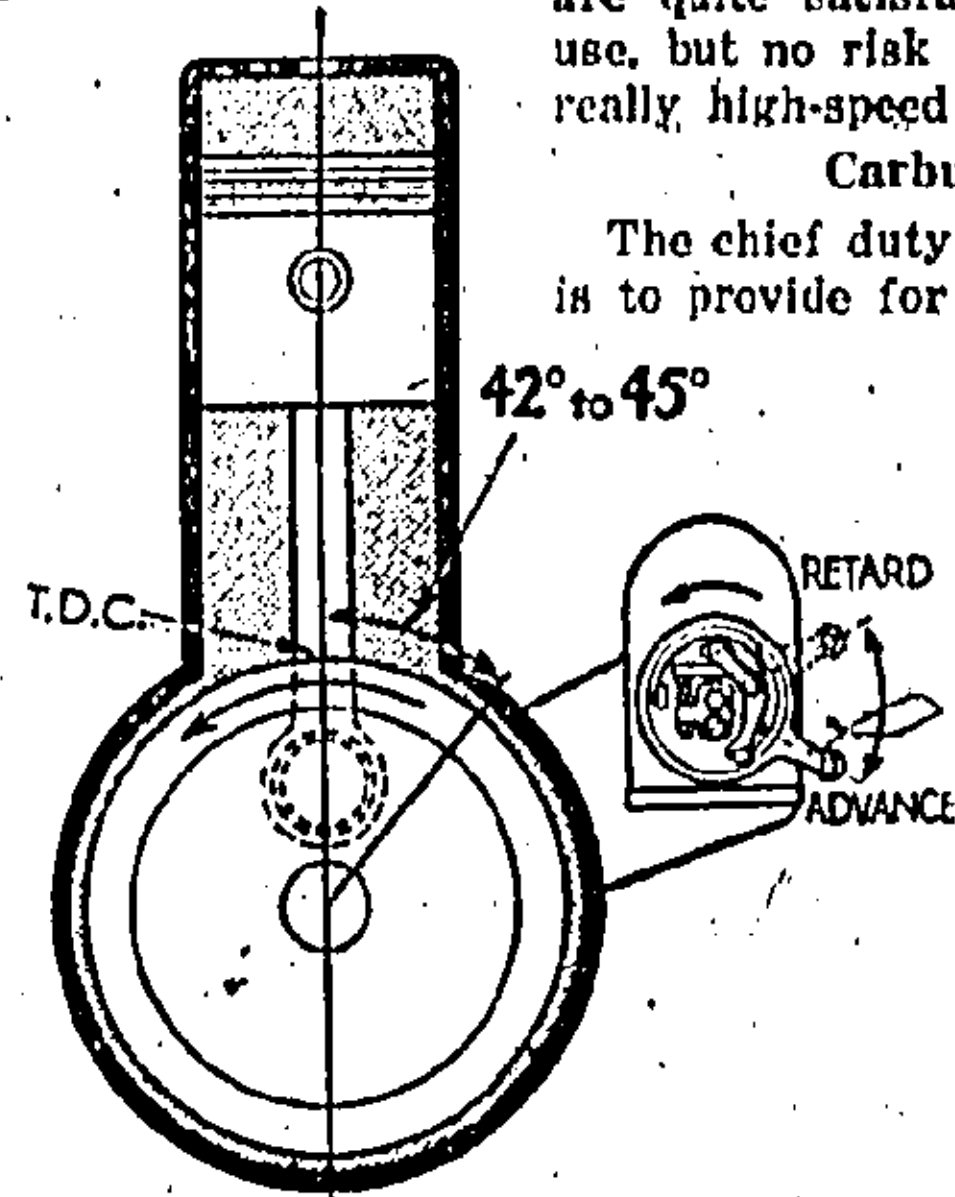


Points to observe in connection with the front forks.

As to the valve settings, do not make the exhaust seating too narrow, as it is essential that the heat should be carried away as effectively as possible to the cylinder head. Mine are about 7/64ths of an inch across, the valve diameter being approximately 1 1/2 in.

In so far as the valve gear is concerned, see that the camshaft is running freely. After cleaning in benzole it should spin quite freely if in order. The skids or slippers should be absolutely dead square with the cam-contour all round, failure to observe this will mean putting excessive stresses on the valve-operating gear, owing to the thrust of the cam not being evenly distributed, and the skid cam will wear badly. Any inaccuracy here can be rectified by the judicious use of a carborundum stick.

periodical adjustment. Personally, I always use standard springs in such engines.



Diagrammatic representation of ignition timing.

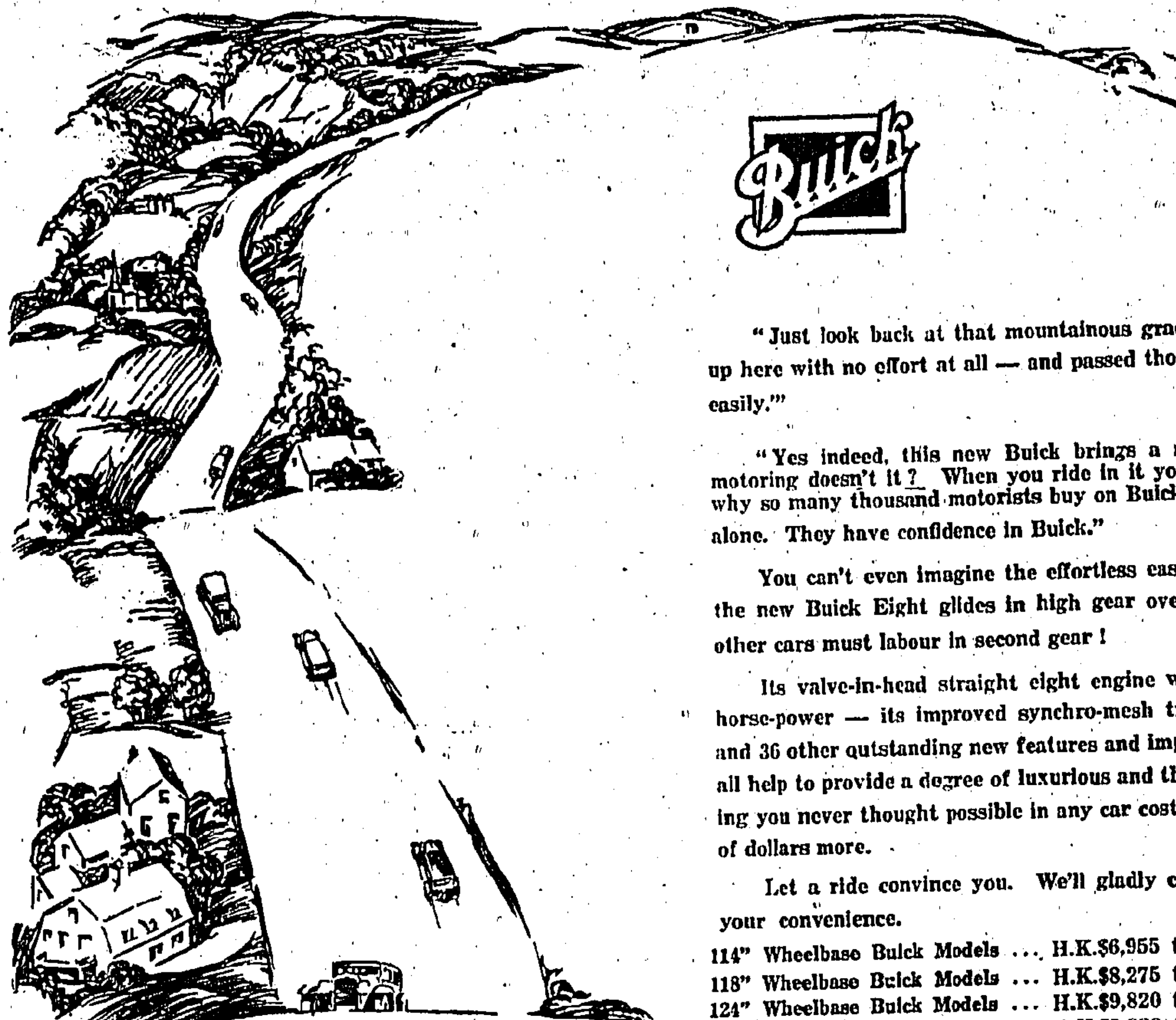
Transmission.

Apart from making certain that driving sprockets are dead in line and that the chains are correctly adjusted, there is very little to worry about. Regarding sprocket adjustment, the eye is a fair test, but the use of a straight-edge will ensure perfect results. The primary chain should have from 1 in. to 1 1/2 in. up and down movement midway between the sprockets after the initial running in, whilst the rear chain should have about 1 in. movement. It is absolutely essential to make provision for chain-rollers to

of gas as may be demanded by the engine, a consideration so far as the engine is concerned which is governed by valve timing, port areas and the nature of the induction passages.

Guard against running on a weak mixture, as this causes overheating, a fatal condition from all points of view.

To find the best jet setting start off on a rich mixture and after running for a time take out the sparking plug and note its condition. If the mixture be over-rich, a burnt fuel deposit will be seen on the electrodes and the base of the plug. Carry our experiments using a jet two sizes smaller each time, until the plug shows clean.



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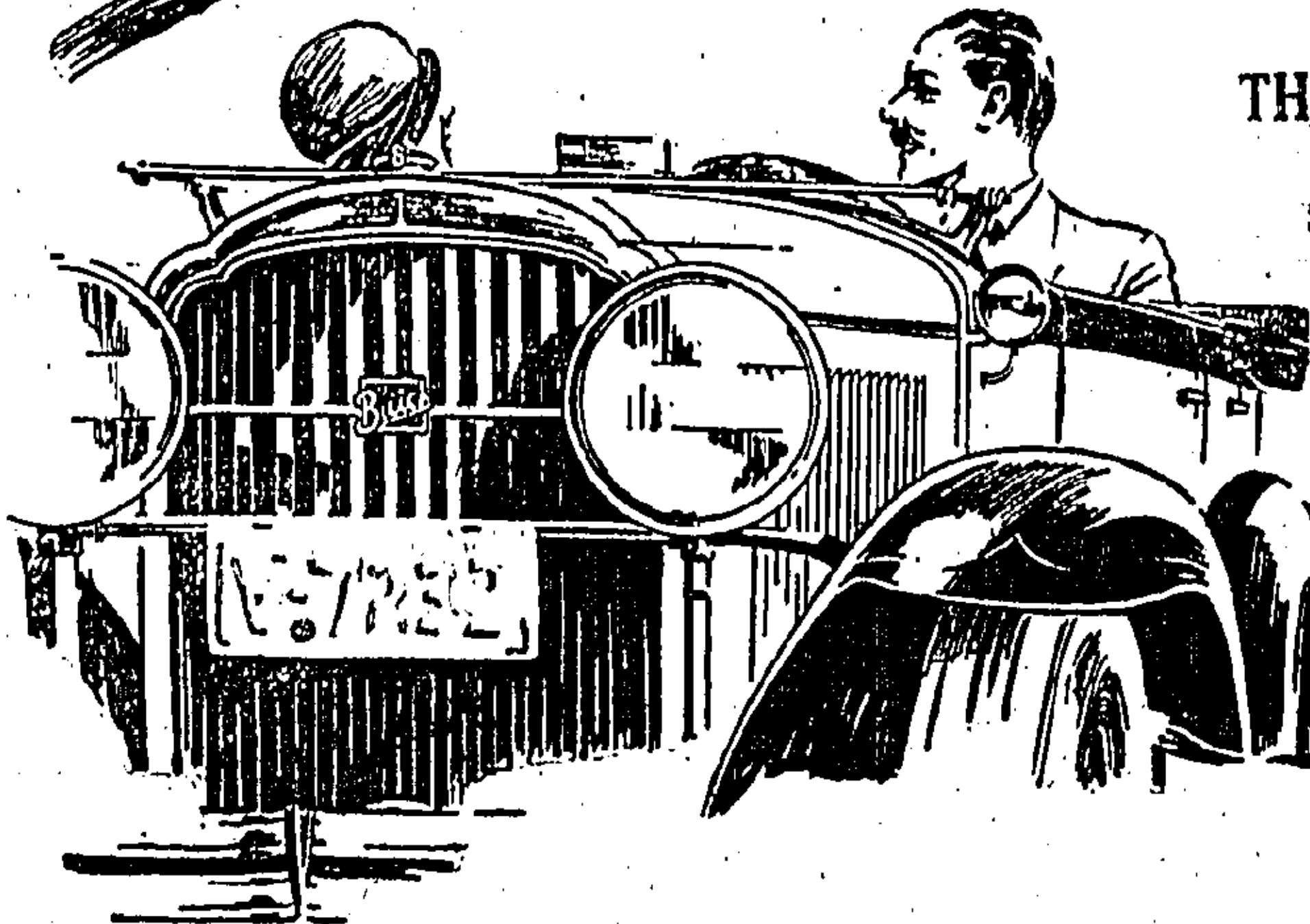
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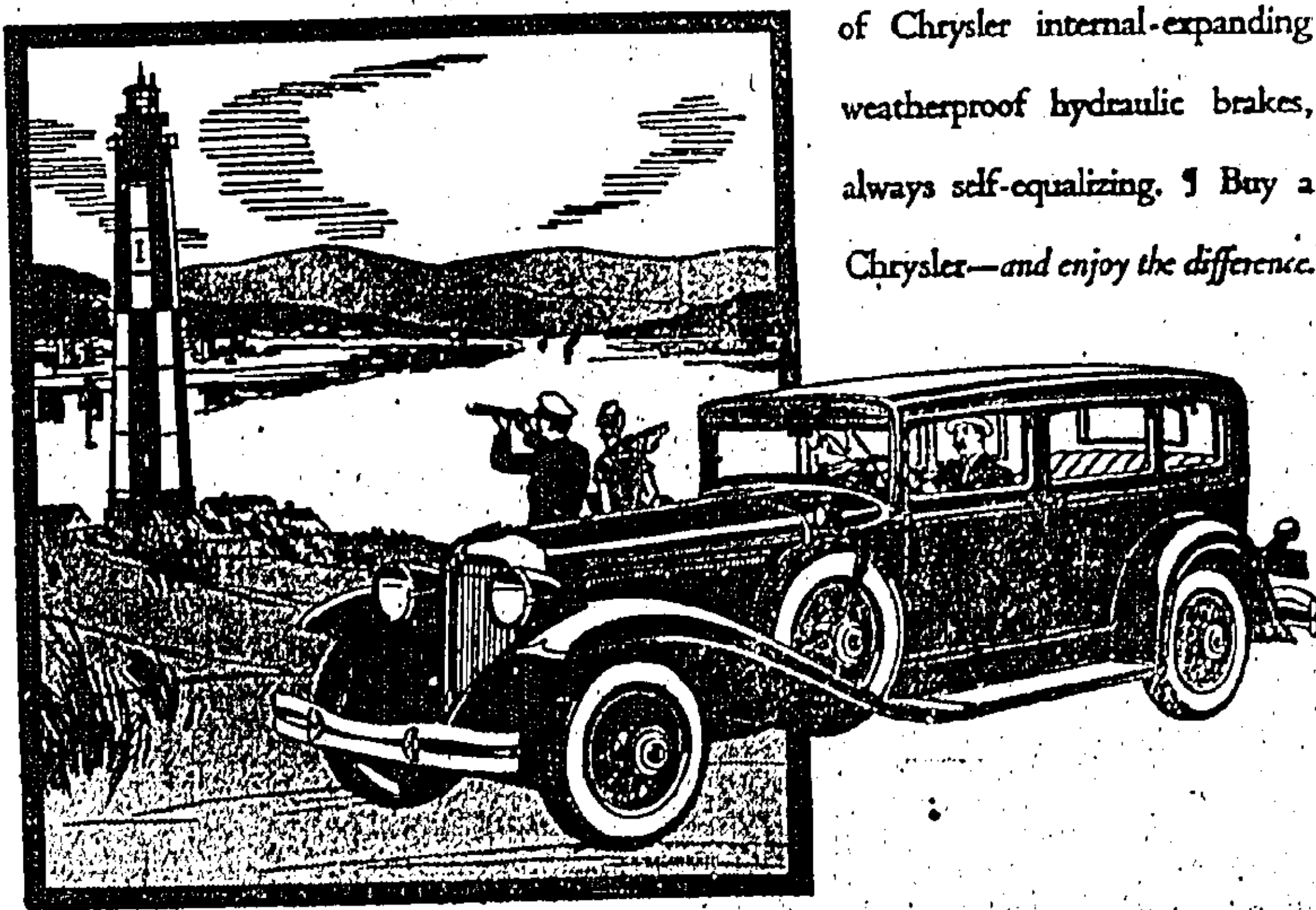
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If the mixture be much too weak, the exhaust pipe will soon show a variety of hues from deep blue to straw; actually the exhaust pipe should remain undecoloured.

Regarding fuel, I would suggest R.D. 1 as being suitable, but a little experimenting may be indulged in in this direction.

Taking a particular engine, with dimensions of 74mm. by 81mm., giving a capacity of 350 c.c., I give the magneto a considerable degree of advance, some 42° to 45° on the fly-wheels with the magneto fully advanced. If R.D. 1 is not used as a fuel but, say, a fifty-fifty mixture which would be liable to cause detonation in a high compression engine, the advance on the magneto should be reduced.

The Cycle Parts.

There are one or two points in connection with the cycle parts which contribute towards speed and comfort, the latter being an important consideration for long-distance work. Good steering is absolutely essential to safety. See that no side-play exists in the fork links and that the damper, if used, is not too tight. Quite frankly, I have found little use for a damper. I use standard forks, with a 135-lb. spring, 8 1/4 in. long.

The fork spindles should be quite free and well greased.

See that the wheels are dead in line and balance them by means of split lead shot gripped on spokes diametrically opposed to the tyre valve.

As to tyre sizes, I use 28in. by 2 3/4 in. for short-distance work, 27in. by 2 3/4 in. for long-distance work, and 27in. by 2 3/4 in. front and 27in. by 3in. back for road work.

The saddle should be as wide as possible, whilst the handle-bar grips should point directly downwards if the machine is to be used for track racing. This riding position will be found the least tiring to the fore-arm muscles when a strong grip has to be maintained for any period.

Quite an important feature is that of riding position, from the point of view of reducing wind resistance to the absolute minimum. One should endeavour to lie practically horizontal so that no portion of the body will cause any direct resistance.

Lubrication.

Although I have left the subject of lubrication to the last, actually it is a matter of first importance. No matter how carefully you may tune an engine, all the time and work expended can be nullified in less than one lap of Brooklands track if you are not using the right oil in the right way.

I have found that Mobiloil gives extremely satisfactory results and I use this lubricant exclusively.

I adopt a pressure of 10lb. to the square inch in my lubrication system, the actual oil feed, of course, being carefully regulated. The place for the oil is inside the engine and bad joints, which allow oil to escape, are inexcusable.

With good fitting rings and piston and a nice cylinder barrel it is almost impossible to over-oil when travelling at speed, but with racing plugs, care has to be taken when running slowly not to use too much as it will get past the piston, owing to the high vacuum, and put

the plug out of commission.

As I said in the opening paragraph, I have dealt with the subject on broad lines. Volumes could be written on high speed tuning, but after all, having tuned a machine to give a reasonable turn of speed, the track will provide much valuable data upon which further tuning can be carried out.

In short, actual experience of speed work is a very able teacher.

This article has been reprinted from a very interesting little booklet "Your Motor Cycle on Road and Track" which also contains other interesting articles by such well-known racers, as Graham Walker, Wilmet Evans etc. The Vacuum Oil Company will be glad to send you a copy if you will apply to their office in King's Building (top floor). We understand that only a limited number of copies are available.

GEAR CONTROL.

Intriguing Query for Motorists.

Will all cars ultimately have Free Wheeling with positive gear control?

This is a question which is intriguing motorists throughout the world since Studebaker's new engineering development was adopted by three other well-known makes of cars, including Pierce-Arrow and Lincoln, according to the manager of the Hong Kong Hotels Garage, Studebaker dealer here.

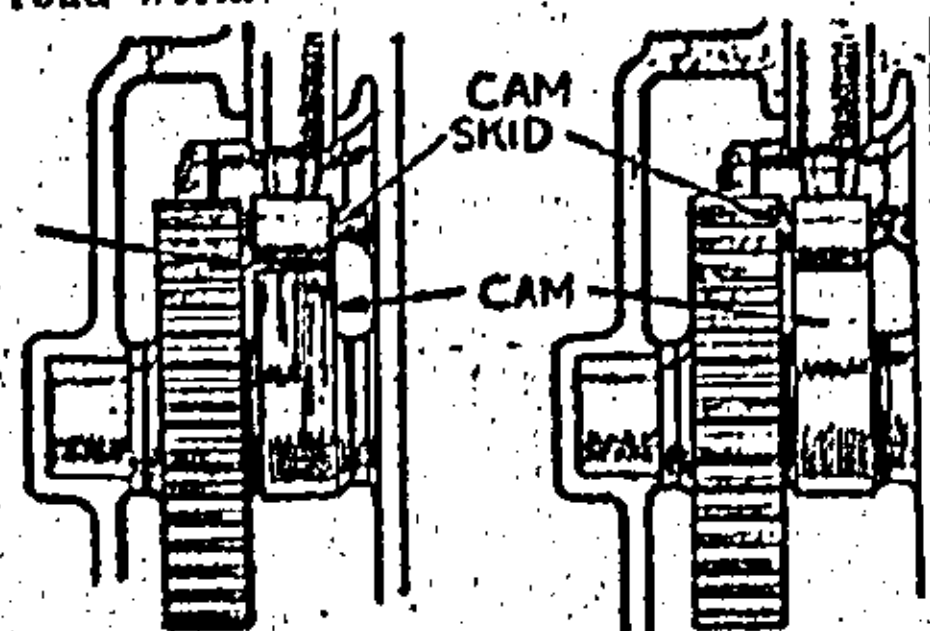
"In searching for an answer to the above query, let us consider sound engineering advancements in the past. In the 16th century, Salomon de Caus, chief engineer to King Louis XIII of France, discovered steam as a possible motive force and was condemned by Cardinal Richelieu as a lunatic and confined in the asylum of Bicêtre. "Stephenson's first locomotive, 'The Rocket', aroused a storm of scorn and skepticism among his

countrymen. When Fulton's first steamship, 'The Clermont,' puffed down the Hudson, wisecracks of the day predicted dire disaster. The Wright Brothers' contribution to the cause of aeronautics at Kitty Hawk occasioned one London newspaper to refer to them as 'those fantastic Americans.'

"Yet all these developments, proved sound in principle, endured through the years, each finally capturing a dominating position in world progress. Similarly, Free Wheeling with positive gear control solves a problem which automotive engineers have struggled with for years, namely, a safe and efficient means of harnessing the tremendous force of momentum and adapting it to the motor car.

"All question as to the acceptance of Free Wheeling with positive gear control by the engineering world or the public has been definitely removed. Even before its introduction, highway and safety engineers had accorded it their approval as an important contribution to greater motoring safety. Its appearance was signalled by instant approval on the part of motorists once they had investigated and tested its many outstanding advantages. This favourable public reaction raised Studebaker from tenth to fifth place in automobile registrations in the United States.

"Seven years ago, when balloon tyres were first introduced, their universal adoption was merely a matter of time. To-day a car without balloon tyres would stand small chance of success. In like manner, Free Wheeling, as a fundamental engineering principle which advances the modern motor car one step nearer its ultimate goal, cannot be overlooked or ignored for long. Based alone on its self-evident advantage in increased motoring pleasure, increased driving safety, reduced muscular and mental effort and material saving of 15 to 20 per cent. in petrol and oil, it seems inevitable that some day all cars will have Free Wheeling with positive gear control."



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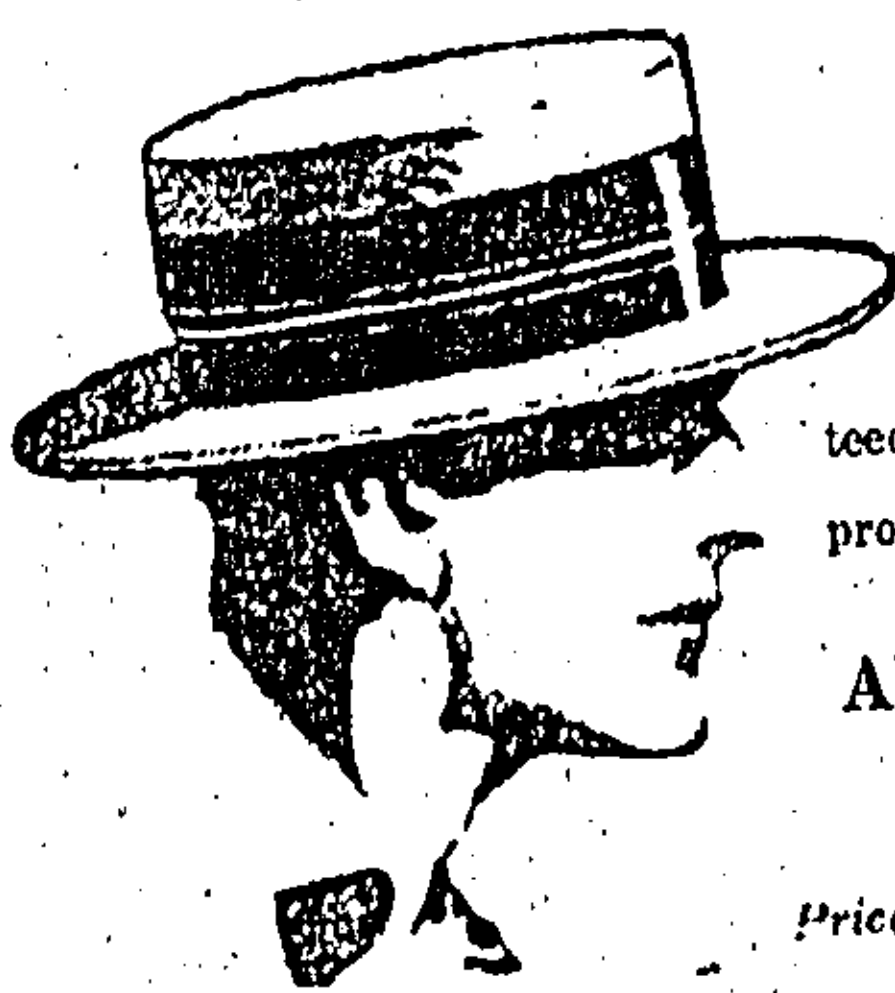
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CURRENT SPORTING GOSSIP

K.B.S.F.P.A. RUGBY FOOTBALL.

Whites Again Beat Colours.

FIRST GENERAL MEETING.

At King's Park yesterday the Whites defeated the Colours by a goal and three tries (14 points) to nil in the K.B.S.F.P.A. Rugby Trial game. The scorers for the Whites were: J. J. Ferguson (2), G. C. Burnett, and Lt. Keith Murray. The first try of the game was converted by Cpl. Frankham.

One newcomer to the Club stamped himself as a player of great possibilities and that was A. W. Summers, who was operating behind the Colours' scrum. It was his first game of the season and he showed up very well indeed. Conspicuous amongst the forwards was S. Hardy who proved a tower of strength in the line outs and was also very useful in the loose scrums.

FIRST MEETING.

At the first general meeting of the K.B.S.F.P.A. Rugby Club held last night in the Y.M.C.A. the following officials were elected for the coming season:—

President:—Mr. G. Franklin Nightingale.

Captain:—Mr. J. J. Ferguson.

Vice-Captain:—Mr. J. Riddell.

Hon. Secretary:—Mr. F. Angus.

Committee:—Messrs. J. J. Ferguson, J. Riddell, F. Angus, J. L. McPherson and Dr. Cogan.

A discussion on the question of practice days for the Club resulted in J. M. Purvis and J. Riddell being requested to approach the Kowloon Football Club authorities with a view to having the loan of their ground for practices on week-days. At the moment the Club have the use of the ground on only two days of the week and as matches are to be played on Wednesdays and there are too many counter attractions on Saturdays it leaves no day open for scrumming practices and three-quarter movements.

The question of watering the ground was left in abeyance pending the decision of the K.B.S. authorities.

KOWLOON SECONDS BEAT SERAPH.

Football Thrills at the K.F.C.

In a fast and interesting game on the Kowloon Football Club ground yesterday the Kowloon F.C. second eleven defeated a team from H.M.S. Seraph by seven goals to four. The sailors were unable to hold their advantage of a lead of three goals to one at the interval.

Kowloon were the first to draw blood when Cotton gave his side the lead with a well-directed shot. The sailors equalised through Dickinson. Heartened by this effort, they continued to take the offensive and soon took the lead through Jarman who headed in from a corner kick.

After the interval Cotton, who had been playing clever football throughout the game, lowered the arrears. Kowloon soon equalised and then goals came fast and furious.

Result:—Kowloon F.C. II. 7

H.M.S. Seraph:—Donnelly; Wil-

Hams, Chamberlain; Wheeler,

Thomas, Burton; Jarman, Scorer,

Timberlane, Dickinson, and McEvoy,

Kowloon:—Gurovitch; Wells,

London; Williams, Whitfield, I.

Greenberg; M. Greenberg, Everest,

Simpson, Cotton, and Bickford.

SOUTH AFRICAN VICTORY.

Remarkable Recovery by Home Team.

London, Yesterday.

The South African Rugby Football tourists to-day defeated a combined Aberlory and Cross Keys fifteen by 10 points to 9. The visitors hold a lead of ten points at the interval but the opposition

SECOND CRICKET TRIAL.

Army Representation on Large Scale.

SEVERAL SURPRISES.

The following teams have been selected for the second Interport Trial on the H.K.C.C. ground at 2 p.m. on Saturday:—

Mr. H. R. B. Hancock's XII:—F. D. Pereira, Cpl. Davies, H. Owen Hughes, A. H. Musson, A. Reid, Lt. Hamilton, Sig. Williams, E. C. Fincher, E. R. Duckitt, W. Rigg, and L. T. Ride.

Mr. T. E. Pearce's XII:—A. C. I. Bowker, G. R. Sayer, Capt. Mirehouse, A. C. Beck, Lt. Black, Lt. Younger, D. J. N. Anderson, E. F. Fincher, G. G. Simpson, W. Hung, and G. C. Burnett.

CLUB LOSE GAME IN DARKNESS.

Divett's Sporting Action Unavailing.

HALF BACKS BRILLIANT.

On the U.S.R.C. ground yesterday the 3/9th Jat Regiment defeated the Hong Kong Hockey Club by two goals to one in one of the best matches as yet witnessed this season.

Holding a lead of a goal to nil until the last five minutes of the game the Club were unfortunate to concede two snap goals in the semi-darkness in which the game concluded. C. C. Francis obtained the Club's goal.

G. E. R. Divett, who had a touch of influenza, very sportingly turned out for the Club, but he was a passenger throughout the second half, thus forcing the Club to play ten men at a difficult stage of the game. Before the game he endeavoured to find a substitute and it does not speak well for the Club, with the large playing membership that it possesses, that that substitute was not forthcoming.

The Club were admirably served by their half back line—A. A. Dand and the Reed brothers. It is the most solid line of defence in the Colony and yesterday all three were on the top of their form, breaking up smart movements and feeding their forwards with well directed passes.

Result:—H.K.H.C. 1

Jat Regt. 2

Y.M.C.A. Second Eleven.

The following will represent the Y.M.C.A. second eleven against the Royal Artillery at King's Park at 5.10 p.m. to-day:—

L. D. Skinner; W. Stoker, L. W. Tipler; J. M. Purvis, R. A. Bates

(Captain), F. S. W. Smith; L. W. Macey, A. R. Brown, W. J. Brown,

F. Parker and J. Hargreaves.

FOOTBALL FIXTURES FOR SATURDAY.

Club to Visit King's Park.

The following are the Football League fixtures for Saturday:—

First Division.

[Kick off at 4.30 p.m.]

St. Joseph's v. Borderers on the Club ground. Referee: Mr. Baldwin.

Argylls v. Police at Chatham Road. Referee: E.R.A. Moncad.

Navy v. Kowloon on the Navy ground, Happy Valley. Referee: Mr. Allen.

Recrelo v. Club on the Recrelo ground. Referee: C.P.O. Wright.

Second Division.

[Kick off at 3 p.m.]

University v. Club on the Club ground. Referee: L/Sergt. Parker.

Borderers v. Navy on the St. Joseph's ground. Referee: Mr. Lawrence.

Argylls v. 12th Batt. R.A. at Chat (Continued at foot of next column.)

COLOURS WIN CLUB RUGBY TRIAL.

Robertson's Good Form Behind Scrum.

SELBY ON THE WING.

Yesterday afternoon the Hong Kong Rugby Club staged their first practice game of the season at Happy Valley when a large number of last season's players and quite a number of new members turned out.

The game proved to be scrappy, although there were times when some good play was witnessed. Of the Interports Turner, Lammert, Griffiths, Massey, and Whitham were the pick of the bunch, while L. G. Robertson, a newcomer, playing behind the Colours' scrum, played a very sound and satisfactory game. He looks as if he will prove a welcome understudy to Dr. J. A. R. Selby. He was all over Seragen throughout the game.

In the early stages of the game Massey was prominent with a fine dribble down field and carried play well into the Colours' twenty-five. Play settled down in midfield, but neither backs could get on the move through faulty passing and bad handling.

Eventually the Colours broke away and a strong run by Griffiths resulted in a touch down. Robertson kicked a good goal.

Following this reverse the Stripes added extra pressure, but their backs could not settle down. The interval saw the Colours still in the lead by 5 points to nil.

Well on in the second half Beaumont was successful in scoring a try for the Colours, the kick at goal falling short. The Colours continued their success by scoring another try when Andrews, got over, but no goal resulted.

From the kick-off the Stripes gained ground and a bout of passing left Lee in possession to score a belated try in the corner.

Result:—

Colours (1 goal 2 tries) 11 pts.

Stripes (1 try) 3 pts.

For the first practice game of the season the showing on the whole was quite good, both sides being in good trim.

Whitham was the safer back of the two and saved his forwards on many occasions by good touch kicking. Fox fumbled a bit, but was successful in stopping some dangerous rushes by the opposing forwards.

Lammert seemed to be as strong a runner as ever and still a difficult man to bring down. He had one or two bursts through but he was a trifle selfish.

Dr. J. A. R. Selby was brought in at the last minute to fill the vacancy at wing in the Stripes' three-quarter line, an unusual position for this versatile scrum half. He proved to be better in defence than in attack.

Turner played a sound game and sent his three-quarters away in good style. Plummer was apt to fumble his passes and was inclined to send out very low passes to Lammert. Of the new players Robertson caught the eye and was prominent both in attack and defence.

The forwards were evenly matched, and the Colours' backs looked the more dangerous combination when in possession.

Further practices will have to be played before the players settle down to a steadier game, yet everything promises well for another successful season.

A few of the new players who played yesterday showed a good understanding of the game, and this should help the Club to solve the difficulties of replacing the few of last year's team who are not available.

ham Road. Referee: Ch. Wtr. Pooley.

Kowloon v. R.A.O.C. at the K.F.C. Referee: Gr. Trice.

Third Division.

[Kick off at 3 p.m.]

Recrelo v. Borderers on the Recrelo ground. Referee: A.B. Godsell.

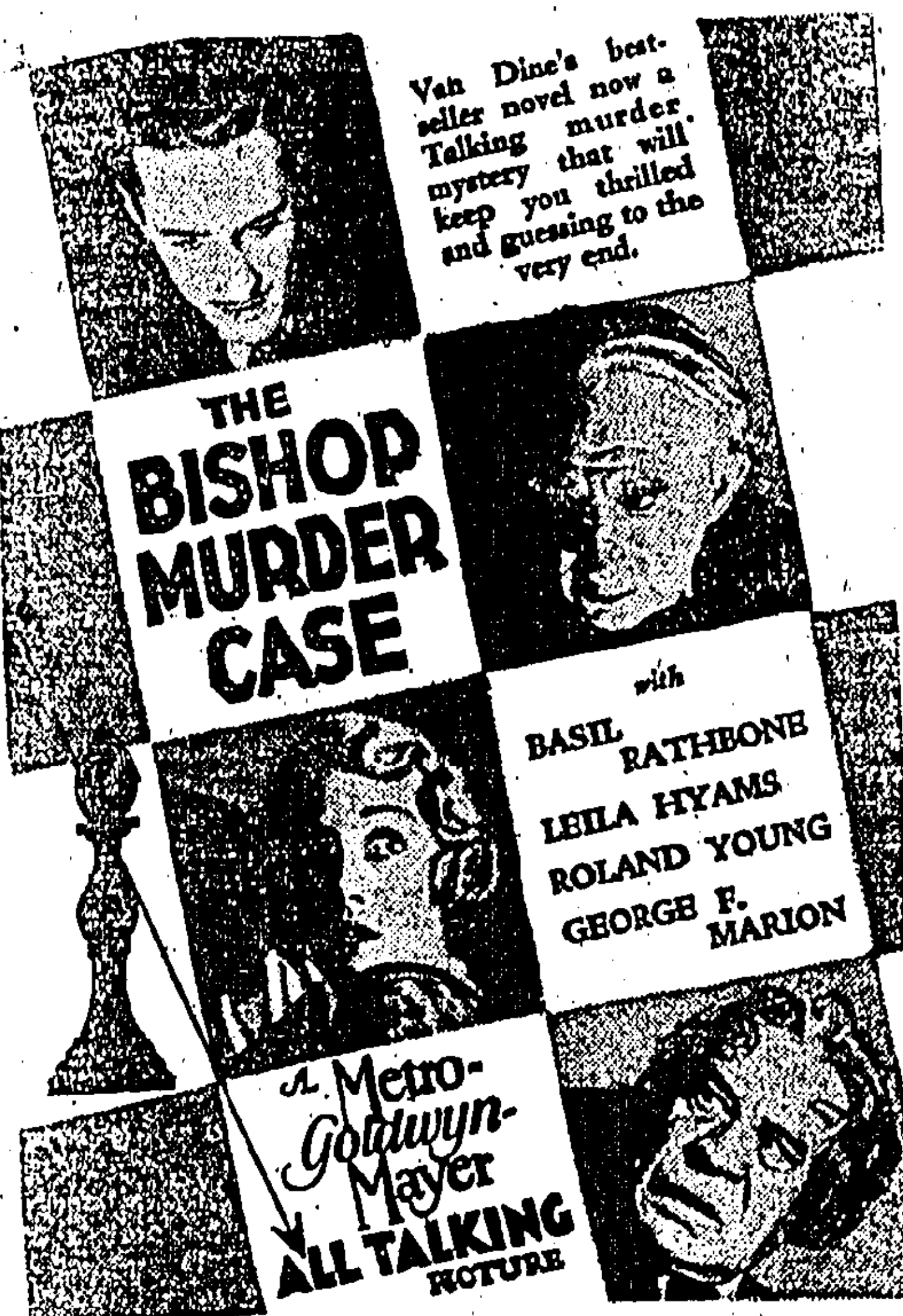
[Kick off at 4.30 p.m.]

Radio Sports Club v. R.E. on the St. Joseph's ground. Referee: C.P.O. Nosworthy.

STAR

TO-DAY TO SATURDAY

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Marguerite Churchill

Warren Hymer

Marjorie White

Story by

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SOOKUNPOO.Army Tennis Tourney
Concludes.

The distribution of prizes at the conclusion of the Army tennis tournament took place yesterday at the Sookunpoo military ground. Mrs. Skinner giving away the trophies.

An exhibition tennis match by A. L. Sullivan and E. C. Fincher against H. D. Rumjahn and J. A. Cassambloy was staged before the distribution, resulting in a win for the Indian pair by 6-3, 8-6.

The following were the prize-winners:—

Singles.

Champion: Sgt. Major Atkinson.

Runner-up: Conductor Mitchell.

Doubles.

Champion: Sgt. Major Atkinson

and Sgt. Major Paul.

Runner-up:—Sgt. Ormerod and

Sgt. Evans.

H.K. Area League.

Winners: Royal Engineer Ser-

vices. The team was composed of

Major Kerrich, Capt. de Linde,

Sergeant Major Atkinson, Sergeant

Major Smith and Sergeant Savill.

Runners-up: Kowloon Division

of Royal Signals. The team was

composed of Lt. Gough, L. Cpl.

Higgins, Sig. Williams, Sig.

Morris, Sig. Patience and Sig.

Gillott.

RADIO SPORTS BEAT
MEDWAY.

Hockey Teams Selected.

In a hockey match played at Happy Valley yesterday afternoon the Radio Sports Club defeated H.M.S. Medway by 5 goals to 2.

The Hong Kong Hockey Club "A" team will be represented against the Club de Recreo at King's Park, at 5.15 p.m., to-day by the following: R. W. Sapsed, G. F. Rees, H. R. Petra, F. W. Allen, E. G. Dale, K. H. Uttley, W. Reinecke, W. A. F. Kerrich, S. Hill, R. H. D. Wade and W. H. Smith.

The following will represent the Radio Sports Club against the Jata on the Marina ground, Kowloon, on Saturday at 5 p.m.:

R. Khan; A. E. P. Guest, Parduman Singh; Surjit Singh; Atma Singh, Chanan Singh; M. H. Hanib, Attar Singh, Gurbachan Singh, Kalwant Singh, and P. A. Kemp. Reserves.—Spary and J. Singh.

ARGYLLS BIG POLO
VICTORY.

Borderers Defeated.

An interesting match in the K.O.Y.L.L. Cup polo tournament was played yesterday afternoon at Causeway Bay between the Argylls and the South Wales Borderers, and resulted in decisive win for the former by 13 goals to 1. The teams were as follow:

Argylls.—Capt. Stewart, Mr. Dunlop, Mr. Bramwell and Mr. Church.

S.W.B.—Col. Godwin-Austin, Major Somerville, Capt. Cooper and Mr. Cox.

HELEN WILLS FOR THE
ORIENT.

Leaving on November 2

San Francisco, Oct. 8. Helen Wills-Moody, the world's first ranking tennis player, will leave here on November 2 aboard the new liner President Coolidge for a trip to the Orient and will return with her husband, Fred Moody, jun., who will have charge of the brokerage office aboard the ship.

Manila will be one of the points visited by the noted tennis star. She said that she expected to play tennis and study art in the Orient. She is an artist by profession.—Associated Press.

NEW ZEALANDERS DEPART.

London, Sept. 25.

The New Zealand cricketers left England to-day after what has been an enjoyable and instructive tour despite the worst cricket weather experienced for years.

LEG-ALL IN BOWLS
INTERPORT.Shanghai Win Great
Victory.

T. MAIN BRILLIANT.

As the result of Hong Kong's defeat in the second lawn bowls match of the series against Shanghai on the Takoo H.C. green yesterday everything now depends on A. E. Silkestone's rink on the Club de Recreo green on Saturday.

Shanghai won a great victory yesterday and were largely indebted to their skip, T. Main, who robbed Hong Kong of what looked a certain victory at the eighteenth head. U. M. Omar, the Hong Kong skip, was the other outstanding player in the match.

At the conclusion of the match His Excellency the Governor, who had been an interested spectator, was introduced to the players.

Scores:—

Hong Kong Shanghai.

G. L. Buchanan C. Richards

J. Laing F. Medina

N. Drummond G. B. Stormes

U. M. Omar T. Main

(Skip) 13 (Skip) 20

Heads Hong Kong Shanghai

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3 1 3 1

4 2 5 1

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A PIECE OF LUCK!
Something for Nothing!



FROM THIS DATE
A REAL ROLLED GOLD
GILLETTE RAZOR OF THE
LATEST TYPE WILL BE GIVEN AWAY
FREE WITH EVERY PACKET
OF TEN GILLETTE RAZOR
BLADES PURCHASED

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THE HONG KONG DISPENSARY
A. S. WATSON & CO., LTD.
EST. 1841.

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FOLDING & MOVIE CAMERAS.
ZEISS
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DEVELOPING & PRINTING
A SPECIALITY.

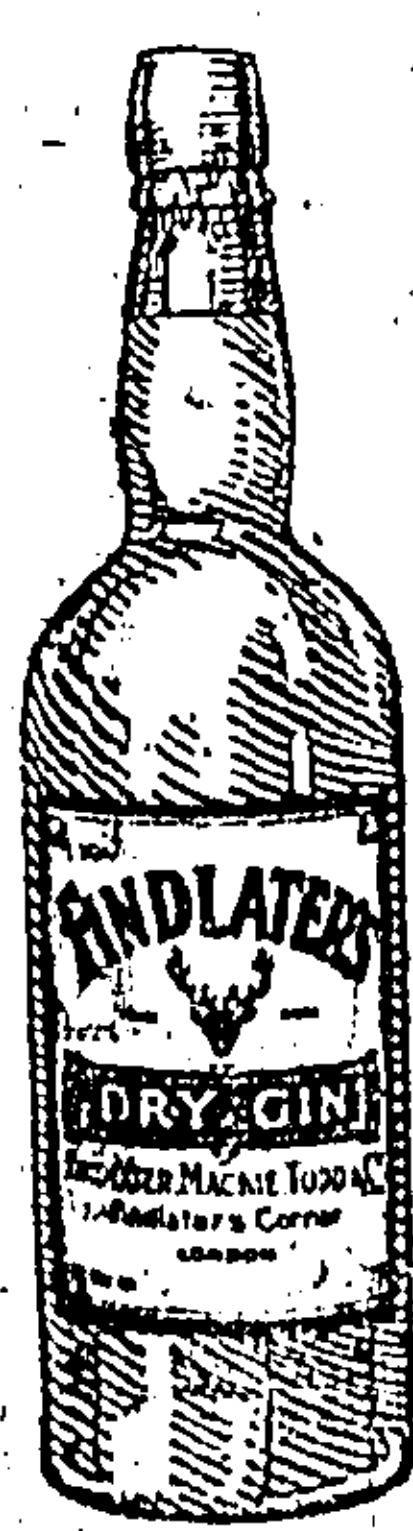
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PYJAMAS AND UNDERWEARS

Have Just Received a Nice Selection
of
CHRISTMAS GIFTS
LUNCHEON, DINNER AND BRIDGE
SETS, COCKTAIL NAPKINS,
AND GUEST TOWELS.

GRAY'S YELLOW LANTERN SHOPS.
Alexandra Bldg., corner of Des Voeux Road C.
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"The Well-Known Brand"



FINDLATER'S DRY GIN

GILMAN & CO., LTD.
SOLE AGENTS:—
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WHITEAWAYS
STOCK REDUCING SALE.
MEN'S HATS AT LANDED COST.
SNAP BRIM FELTS.



Men's Smart Snap Brim
Felt in Nice Shades of Greys,
Fawns, etc., etc.

Usual Price \$7.95.
Sale Price \$4.75

Usual Price \$11.50.
Sale Price \$7.50.

Usual Price \$18.50.
Sale Price \$10.00.

GREAT BARGAINS IN PULLOVERS.
\$7.50 TO 10.50
COME EARLY FOR BEST SIZES.
MEN'S OUTFITTING DEPT.
WHITEAWAY, LAIDLAW & CO., LTD.

FUNERAL.
The funeral of Augusto Alberto da Roza will be held on Friday, the 16th instant, after a Requiem Service at 8.30 a.m. at the Roman Catholic Cemetery.

The China Mail
Hong Kong, Thursday, Oct. 15, 1931.

Public and Press.

In the spate of news and views in regard to the economic troubles at home and overseas, it appears to be overlooked by the general public that the natural channels for articulation—the newspapers—have also suffered in many ways. On the other hand people are buying newspapers as much as ever in spite of the depression of trade and shortage of money. The explanation is that newspapers have come to be recognised as a necessity of public life. A Judge in Malaya some years ago ruled that a newspaper is a public utility and that a strike of printers is contrary to the public convenience.

Newspapers have made themselves thus indispensable by an incessant struggle to provide the public with a service of the most extraordinary fullness and value at the cheapest possible rate. There is no side of life which they do not touch, and there is no one nowadays who can afford to neglect them.

Some of us can recall that the late Earl Balfour once made a mild sensation by replying blandly to a troublesome questioner that he never read the newspapers. It was a characteristic audacious joke even then; to-day such a joke would fall flat because of its too obvious absurdity.

There is, of course, a change in the public itself. In a generation not long past, there were many people who did not concern themselves with what was going on in the world beyond their immediate contact; every body now, especially since the War, feels himself incomplete without such information as can be got only from the newspapers. That, so far as it goes, means that we are a step nearer being

the perfectly enlightened and civilised community of which we all occasionally dream. The newspapers are entitled to take credit to themselves for having helped to bring about that change by their successful appeal to the popular taste and desire for knowledge of every sort.

But no newspaper man would pretend for a moment that newspapers have reached even an approximate perfection. The public incessantly and often ferociously criticises its newspapers; it may rest assured that those who are making the newspapers know far more about their faults than anyone else.

The criticisms of the public are not one hundredth part so numerous, so searching, or so scathing as those which are made every day in every newspaper office.

But all that criticism is not only healthy; it is the vital necessity without which there would be no progress. And there is no newspaper man worthy of the name who does not regard his profession as one in which incessant progress must be made toward an ideal which is always receding.

Many of the faults of the newspapers are, indeed, due to the very fierceness and heat of the struggle to improve. There may come a day when all the machinery will be perfect and we have nothing to do but polish and adorn its product.

That day is certainly not in sight. Meantime, at all events, the struggle goes on and is its own chief reward.

Mail Commentary.

Spanish Civil War?
Further evidence of "the world being upside down" comes to-day in the threat of civil war in Spain owing to the clash between Church and State. The national Church of Spain is the Roman Catholic, and the whole population of the kingdom adhere to that faith, except a small number of Protestants, Jews, Rationalists, etc. Liberty of worship is now allowed to Protestants and all other religious bodies. Within the Peninsula, apart from Portugal, there are 9 metropolitan sees and 61 suffragan sees, the chief being Toledo.

The Constitution requires the nation to support the clergy and the buildings, etc., of the Church, and for this purpose the State expended 67,773,496 pesetas in 1929. The relations between Church and State are regulated by the Concordat of May 6, 1851, and although it is laid down in this that only the orders of San Vicente de Paul, and Felipe Neri, with one other to be subsequently named, should be permitted in Spain, many other orders have been allowed to establish themselves.

The communities of the religious orders are numerous and influential in Spain. Many of them have schools, and about 9,000 of their members are engaged in teaching boys of the upper and middle classes, while, within many of their establishments, industries of all kinds are carried on. The number of religious houses in Spain in 1927 was 4,698, of which 970 are for men and 3,728 for women. Of those for men, 543 are devoted to education, 114 to charity, 8 to industries, 215 to the training of priests, and 90 to a contemplative life. The total number of monks is about 12,219 (including 1,510 foreigners). The orders for women comprise 1,446 for education, 1,329 for charity, and 889 for a contemplative life. The number of nuns is about 52,895 (including 2,323 foreign women). In 1927 there were in Spain 66 cathedrals, 22 collegiate churches, 20,250 parish churches, and 17,186 chapels and sanctuaries.

From Other Pens.

The Week-end Show Boat.

In America the week-end show boat is very much alive. The shipping companies have found it profitable, and to-day there are few lines who do not run their floating cabaret.

I (Londoner) have received a first-hand account of one of these week-end cruises from a friend who recently made the three-day trip from Halifax to New York.

The ship—a magnificent trans-Atlantic liner—was crowded with rich New Yorkers, who, in spite of the economic depression, were out to buy their pleasure with a rakish defiance of the future. And the wealth of the men was supported by a galaxy of feminine beauty. Manchester Guardian.

Hotel Economy.

Drastic economies have already started in some of the smaller but more expensive dance clubs and restaurants. One extremely exclusive resort has cut down its kitchen staff from ten to three, with highly successful results, and two others contemplate ceasing altogether to serve luncheons—at any rate for the time being.

"A kitchen staff, which can be (and usually is) responsible for much waste," a maître d'hôtel was telling me, "can be cut down judiciously without the food suffering in any way, except that there may be somewhat less variety."

"But the waiters must at all costs be kept at full strength. The moment any establishment gets a reputation for poor service it is doomed."—Daily Telegraph.

The Way Tourists Debar at a South African Port.

A novel elevator hoists passengers from steamship to tender in East London, South Africa.

The swell of the sea often is too big to permit a tender to come alongside vessels calling at a port, so the tender stands off, while passengers are swung in a basket from the deck of the liner to the deck of the smaller craft. Then they are carried over to the African shore.

The basket is a substantial affair of heavy wicker work. In its side is a door through which the travellers enter. A sign above it says, "Officials, Ladies and Children First."—Christian Science Monitor.

News in Brief.

The lowest open air temperature yesterday was 72 degrees. The humidity was 63 at 10 a.m. and 65 at 4 p.m.

As a sequel to a quarrel between Mrs. J. Beten of the Beauty Salon, Peninsula Hotel, and Madame Katie Akermann, of Wing Lok Buildings, on September 20, the former appeared at the Kowloon Magistracy yesterday, to answer a summons on a charge of common assault and assault occasioning bodily harm. A cross summons was also entered for common assault. Both parties were bound over to keep the peace for 12 months in the sum of \$200 each.

For loitering with their craft within 100 yards of the sea wall of the Naval Yard, two boat women were to-day fined \$5 or five days' imprisonment each.

The Naval Armament Supply Office notifies at the Harbour Office that a small quantity of fireworks will be fired for proof purposes at the Stonecutters Ridge Range to-morrow morning.

"I don't approve of this teaching children to gamble," observed Mr. Schofield this morning in imposing a fine of \$5 on a Chinese who was stated to have gathered a crowd of lads round him, whilst he manipulated gambling apparatus, including "The Rolling Marble."

A Dairy Farm Company lorry, whilst proceeding along the Pokfulam Road yesterday, knocked down a girl named Hue Kam-ye, aged 11 years, who received injuries to her arm, leg, and body. She was removed to the Government Civil Hospital.

The last Sunday service of the University Christian Association for this year will be held on Sunday, October 18 at 9.30 a.m., in St. John's Hall when Dr. G. A. C. Herklotz will deliver a talk on "Science and Religion." All are cordially invited.

Mistaken identity resulted in Ng Wah-chee (36), a seaman on board a Sanitary Department launch, going to the Kowloon Hospital suffering from an injury over the right eye, caused by a boat hook. The wound was inflicted by a boat man on a water-bomb, who mistook Ng for another man who is alleged to have threatened him.

Koung Tai, coxswain of the steam launch Wan Lee, was this morning fined \$10 or one week's hard labour by the Hon. Comdr. G. F. Hole, R.N. (retired), for mooring his vessel alongside the Kowloon City ferry wharf without permission, and in such a manner as to cause obstruction to other craft.

For using his steam whistle for navigation Kwok Pat, coxswain of the steam launch Kwong Shun, was fined \$10 or one week's hard labour, by the Marine Magistrate to-day. His excuse was that a small sampan was moored close to the launch and he sounded the whistle in order to get it to move.

A further development in the case against the head master of the Yau Chi School was recorded at the Kowloon Magistracy yesterday afternoon, when Mr. G. K. Hall-Bruton applied for leave to appeal. Mr. J. A. Fraser, Magistrate, said that he required time for consideration, and adjourned the case until to-morrow morning.

A summons for maintenance and legal custody of the two children, was heard before Mr. W. Schofield at Central Magistracy yesterday afternoon, when Mr. I. Gladstone summoned her husband, Mr. A. F. Gladstone. Evidence was given by Mrs. Gladstone. After a lengthy cross-examination, the hearing was adjourned until to-morrow afternoon.

St. Andrew's Church, Kowloon, is holding its annual Harvest Festival on Sunday when the preacher at the 11 a.m. service will be the Rev. C. B. Shann, B.A. The Rev. E. A. Armstrong, B.A., will speak at the Children's and Young People's Service at 2.45 p.m., whilst the preacher at the 6 p.m. service will be the Vicar. The Church will be decorated with fruits, flowers and greenery.

Personal Pars.

Sir Joseph Kemp, Chief Justice, returned from Shanghai by the s.s. Empress of Russia.

At the sixth general meeting of the Educational Society of the University of Hong Kong, last evening, the Rev. Fr. D. J. Finn, S.J., delivered an interesting lecture on "Sources of Western Culture." The lecture was illustrated with lantern slides, chiefly of sculpture and architecture.

DANCING WITH DECORUM.

A new dance, featuring the courtly bow and formality of the "Gay Nineties," is being sponsored by the American Society of Dance Teachers in New York.

The new dance is Spanish in origin and is called "the Merica." It is neither as slow as the tango nor as jigging as the rumba. It resembles a waltz, "queen of all the social dances."—British United Press.

FORD BUILDS AERIAL LINER TO CARRY 39.

Expected to Take Air Shortly.

Mr. Henry Ford is building the largest all-metal aeroplane ever made in the United States. It will carry a minimum of 39 people—36 passengers and crew of three—on a five-hour sustained flight.

Reduction in aeroplane passenger rates is one prospect held out by the officials of the aeronautics division of the Ford Motor Company as a development from the new air liner. The giant of the skies will be ready, according to present plans, very soon.

Rumours of the big new Ford liner have been circulating in aviation quarters for some time but definite news only came with the gathering of air experts at the annual meeting of the Aeronautical Chamber of Commerce recently. Mr. William B. Mayo, head of the Ford air interests, and Mr. H. A. Hicks, principal Ford engineer, were both there for the conference. Mr. Mayo confirmed the news.

The new aeroplane will be all metal, like all present Ford machines. It will be built of corrugated duralumin, so-called "cardboard metal." It will carry four motors of about 500 horsepower each. These, it is understood, will be mounted in the wings, instead of under the wings and at the nose of the plane, as at present. Such a development, if successful in Ford planes, will mean greatly increased ratio of pay load to weight and engine horsepower, it is believed.

Expected to Cut Cost.
Mr. Mayo declined to mention the price at which the new plane would be marketed. He said, however, that expected increased efficiency and savings in construction cost would probably mean lower cost per pound of pay load for the operator and lower costs to passengers.

The present Ford tri-motor metal plane is built to carry 13 passengers and crew of 2 and sells for about \$50,000. It is surpassed in size by a number of American commercial passenger aeroplanes.

The construction of a gigantic new model carries out Mr. Ford's own conviction, expressed many times in the past few years, that the path of development for commercial aviation lies in larger ships.

The new Ford plane will compare favourably in size with the largest aeroplanes in the world. The DO-X in Germany has carried as many as 165 persons on one flight, but Mr. Mayo points out that this trip was only of comparatively short duration.

The new Ford, it is believed, will be of more immediate practical value by its ability not only to pick up a large passenger load but to take it a long way without refuelling. British and French companies, like the Germans, are also building large commercial planes. On the whole, it was said in aeronautical circles, the difficulty with the bigger ships is to keep up their speed, and maintain the ratio of pay-load with regard to the added weight. Speed is the essential element in aeroplane construction, it is said, and development of more powerful machines has been held back in order to boost this paramount quality.

Mr. Mayo, discussing the new plane, indicated that the Ford Company, under conservative estimates, expects it to make as fast time as the present largest machines which are being built at Dearborn, besides

(Continued on Page 7.)

To-day's Thought.

It is generally the fellow who stands for nothing who will fall for anything.

Ten Years Ago.

[From the "China Mail" of October 15, 1921.]

To-day's dollar is worth 2/11½.

An interesting rumour given much credence in town this morning had it that Mr. William Chatham, C.M.G., M.I.C.E., former Director of Public Works here, who left for Home on retirement toward the end of last year, will shortly return to the Colony to take complete charge of the big harbour scheme planned by Sir Mervyn Fitzmaurice, distinguished member of the well known firm of Coode, Matthews, Fitzmaurice and Wilson, consulting engineers for harbours to the Crown Agents for the Colonies.

PENINSULA HOTEL "ROSE" ROOM

Commencing on SATURDAY, 17th October, 1931.
(until 1 A.M.)

LES DEJEHANS
ET

WILLIAM RIMELS

FROM THE

MOULIN ROUGE & CASINO DE PARIS
WILL ENTERTAIN NIGHTLY

(Wednesdays excepted).

AT

REPULSE BAY HOTEL THESE ARTISTES

WILL APPEAR ON

WEDNESDAYS

AND FOR THE

CARNIVAL DINNER DANCE

ON

SATURDAY, 31st OCTOBER, 1931.
(until 1 a.m.)

THE HONG KONG & SHANGHAI HOTELS, LTD.

ROUND THE LOCAL CINEMAS.

Reviews from Official
Sources.

"HOUSE OF THE ARROW."

The Dublin Evening Herald states:

The two films showing at the Metropole this week are excellent entertainment, but "The House of the Arrow" is undoubtedly the superior picture. It is a wonderful advance on other British productions, and it makes the American feature seem somewhat cheap. Admittedly, the films are different in type, but there is a polish about "The House of the Arrow" that is lacking in the other. A. E. W. Mason's novel is one of the most brilliant detective stories yet written. A certain amount of detail had to be left out in the film, but nevertheless it is always intensely interesting. This is principally due to the acting of Dennis Neilson-Terry as Hannard, Benita Hume, Stella Freeman, and Richard Cooper fill the other important roles in a most commendable fashion.

"The House of the Arrow" comes to the King's Theatre on Saturday.

"YOUNG EAGLES."

You've long waited to see Charles (Buddy) Rogers. Paramount's handsome young star, in something really fine and far above the ordinary. Wait no longer! "Young Eagles" is at the Central Theatre and will stay till Saturday, and it's the best thing Rogers has done since his memorable role in "Wings." Indeed, "Young Eagles" has everything that "Wings" had, and, in addition, it's all-talking.

The story centres around Buddy's love-affair with a girl spy, (whether a friendly spy or an enemy spy Buddy doesn't know) and around Buddy's strange friendship for the man he fights bitterly in the air.

Paul Lukas, as Buddy's friendly enemy, is superb and Jean Arthur, Buddy's girl friend of "Half Way to Heaven," again gives her beauty and talent to the support of the star. Stuart Erwin, the funny "Axel" of "Sweetie," has an important role.

"MEN WITHOUT WOMEN."

Presenting vivid and distinct characterisations of sixteen different men in one motion picture may seem a difficult thing to do, but John Ford has accomplished it in the stirring climax of his undersea drama, "Men Without Women," which comes on Sunday to the Central Theatre.

The men are imprisoned in an American submarine which is sent to the bottom of the China Sea by a collision with a freighter. It is impossible for them to raise the vessel or to come to the surface by way of the usual hatches. The oxygen supply is limited and water is steadily coming in through an inaccessible leak. Their only hope, and a faint one, is the chance that rescue ships may reach them in time to send divers down and clear the jammed torpedo tubes, thus allowing the men to be shot out to the surface.

"A CONNECTICUT YANKEE."

There are at least sixty-four kinds of girls that Will Rogers might have chosen for a wife. He might have taken a cowgirl, a vaudeville dancer, a chorus girl, a movie actress.

Mrs. Will Rogers is just the sort of woman that every good mother hopes her son will marry, says Jerome Beatty in the American magazine of recent date.

"People often come out to our house to see me," Will says proudly, "and when they go away, they remember only Betty." "Will reads me everything," he writes, "and tells me the plots of his pictures and tries the lines out on me," she smiled. "I'm just an average person. If I don't understand some reference to politics, Will changes it until I do. If I don't think a sequence is funny, he throws it out."

Rogers' latest Fox production, Mark Twain's "A Connecticut Yankee," is now at the King's Theatre.

"REACHING FOR THE MOON."

Making their pictures simultaneously has become almost a tradition with Douglas Fairbanks and Mary Pickford. It began in 1922, when Fairbanks made "Robin Hood," and Mary made "Tess of the Storm Country." The reason is that the arrangement permits them to take

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 365 metres:

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

6-5.35 p.m.—Variety.
Orchestral—
Amina,
Animal Antics,
London Palladium Orchestra (B3750).

Humorous Dialogue—
The Chicken Chasers,
Alexander & Mose (B3876).

Cornet Solo—
Because,
For You Alone,
Sgt. George Morgan (B3820).

Song—
To My Mammy,
Let Me Sing and I'm Happy,
Gene Austin, Tenor (22341).

Piano Solo—
The Match Parade,
Would You Like to Take a Walk,
Rafé Da Costa (B3888).

5.35-6.05 p.m.—European Children's Concert from the Studio.

6.05-6.33 p.m.—A Selection of the Latest Dance Records.

Thank You Most Sincerely,
Out of Nowhere,
Ambrose and His Orchestra (B6017).

A Summer Evening,
St. Mary's Chimes,
Marek Weber & His Orchestra (B3831).

Makin' Faces at the Man in the Moon,
Hikin' Down the Highway,
Rudy Vallee & His Connecticut Yankees (22751).

My Brother Makes the Noises for the
Talkies,
Fourteen Rollicking Sailors,
Jack Hylton & His Orchestra (B6024).

6.33-6.52 p.m.—Operatic.
Song—
Falstaff—From Secret Caves and Bowers (Verdi),
Toti Dal Monte (Soprano) (7198).

Orchestral—
Lohengrin—The Swan Chorus (Wagner),
Lohengrin—Procession to the Cathedral (Wagner),
Symphony Orchestra and Chorus (B017).

Song—
Boris Godunov—Farewell to Boris (Moussorgsky),
Feodor Chaliapin, Bass (6742).

6.52-7.32 p.m.—A Concert.
Vocal Duet—
My Song of Love (from the "White Horse Inn"—Stolz),
Your Eyes (from the "White Horse Inn"—Stolz),
Winnie Melville and Derek Oldham (B3854).

Violin Solo—
Ruralla Hungaria—Presto (Dohnanyi),
Ruralla Hungaria—Molto Vivace (Dohnanyi),
Fritz Kreisler (1428).

Song—
The Hazel Dell (Root),
Olive Kline with Male Quartet (4005).

Song—
The Gateway of Dreams
(Callahan-English),
John McCormack (Tenor) (1463).

Guitar Solo—
Courante (Bach),
Sonatina in A Major (Torroba),
Andres Segovia (1208).

Vocal Duet—
Love, What Has Given You This Magic Power (from "The Land of Smiles"—Lehar),
I Bring a Love Song
(Hammerstein & Hammerberg),
Winnie Melville and Derek Oldham (B3855).

7.32-8 p.m.—Musical Comedy and Talkie Tunes.
Gems from "Sunny Side Up",
Gems from "The Love Parade",
Victor Light Opera Company (B6008).

The Millionaire Kid—Selection,
New Mayfair Orchestra (C2251).

"White Horse Inn"—Vocal Gems,
Light Opera Co. (C2229).

8 p.m.—Local Time.
8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

their vacations together and the score thus far is six trips to Europe and a world tour. Fairbank's latest starring picture for United Artists, "Reaching for the Moon" with Bebe Daniels, is now at the Queen's Theatre. Miss Pickford recently completed "Kiki."

"ONE ROMANTIC NIGHT."

Conrad Nagel, who is one of all-star cast supporting Lillian Gish in United Artists' "One Romantic Night" coming to the Queen's Theatre on Sunday, is a reader in the Christian Science Church. The noted actor has associated himself with most of the civic and motion picture organisations in Hollywood, and is in great demand as a speaker.

He portrays the role of "Dr. Haller" in this all-dialogue film version of Ferenc Molnar's stage classic. Supporting Miss Gish with him are Rod La Rocque, Marie Dressler and O. P. Heggie.

SHADOWS BEFORE

COMING EVENTS ADVERTISED
IN CHINA MAIL.

Social Functions.

To-night—Dinner Dances at Peninsula and Repulse Bay Hotels.

Entertainments.

To-day—King's Theatre:
"A Connecticut Yankee."

To-day—Queen's Theatre:
"Reaching for the Moon."

To-day—Central Theatre:
"Young Eagles."

To-day—Metropole Theatre:
"Charlie Chan Carries On."

To-day—Star Theatre:
"The Bishop Murder Case."

November 14—Theatre Royal:
opening performance of Hong Kong A.D.C.'s production of "Dear Brutus."

Home Mails.

To-day—Inward from Europe via Suez (Kashgar); via Siberia (Empress of Russia).

To-morrow—Inward from Europe via Suez (Patroclus); Outward for Europe via Siberia (Hakone Maru) 3.30 p.m., via Suez (Haruna Maru) 6 p.m.

Miscellaneous.

To-day—Reception at Club Lusitano in honour of H.E. the Governor of Macao, 5.15 p.m.

FORD BUILDS AERIAL LINER TO CARRY 39.

(Continued from Page 6.)

increasing carrying capacity by 2½ times. Present big Fords have cruising speeds of about 100 miles an hour and top speeds of around 125 miles. They weigh up to about 14,000 pounds.

Study Engines in Wings.

It is learned that engineers of the Ford Motor Company aviation section have been going over problems of installing engines in wings of proposed planes with government engineers. At the engineering division of the Commerce Department aeronautics branch, it was stated that no application for an experimental or approved type certificate, necessary for interstate flying, had yet been applied for, for the new Ford model. Deep interest was expressed there in the new Ford machine. It was pointed out that Mr. Ford has from the outset been a pioneer in all-metal construction and the use of big machines.

If it is found practical to mount the engines in the wings, it was said, it will greatly increase efficiency and lifting power. The present hanging nacelle or engine mounting, swung from beneath the wings, interferes with the air flow, and by eliminating it and making engine housing an integral part of the wing, power would be increased, wind resistance would be reduced, structure strengthened, and vibration reduced.

Government engineers declined to be quoted but there was a general indication that paring down frontal area, streamlining and elimination of parasite "drag" would go a long way in improving the performance of large metal aeroplanes.

TAXI DRIVERS GETS \$2,500 FOR HONESTY.

New York, Aug. 13.

Mr. Frank Brusca was an unemployed truck driver a few months ago, facing the problem of keeping a home together for his mother and two sisters without any weekly pay envelope. He took up taxi-driving and got a job operating a cab at night for one of the large taxicab corporation here.

Because he noticed a small black handbag that lay on the rear seat of his cab after he drove two passengers to the Grand Central Station soon after midnight on July 27, he received a cheque for \$2,500 a few days ago. The cheque was given to him by an insurance company in recognition of his services in helping restore to its owner the little handbag, which turned out to be a jewel case containing a dazzling assortment of jewellery. Among the other jewels in the case was a pearl necklace, valued at \$200,000, which was insured—Christian Science Monitor.

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9580—Lilac Time Vocal Gems.

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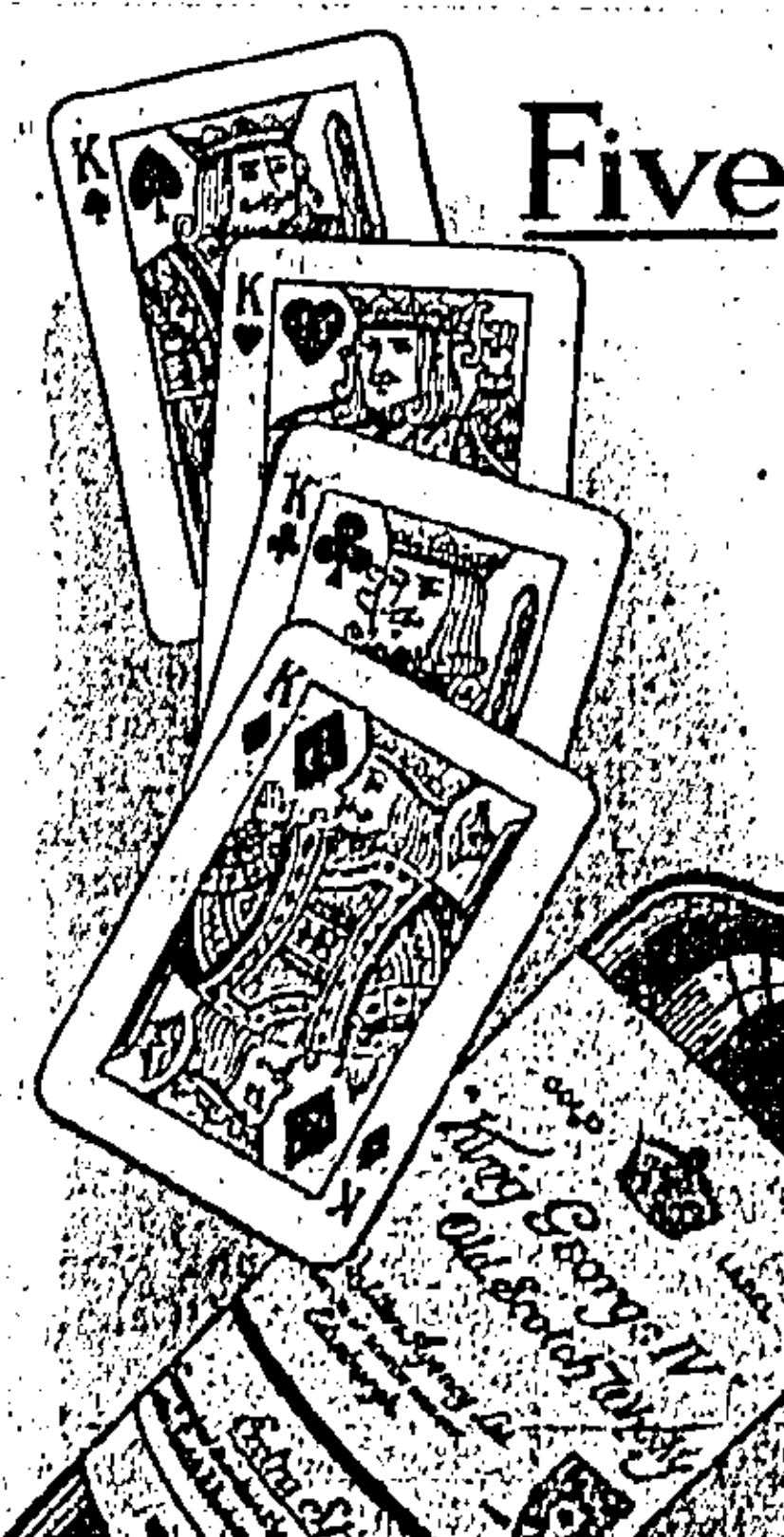
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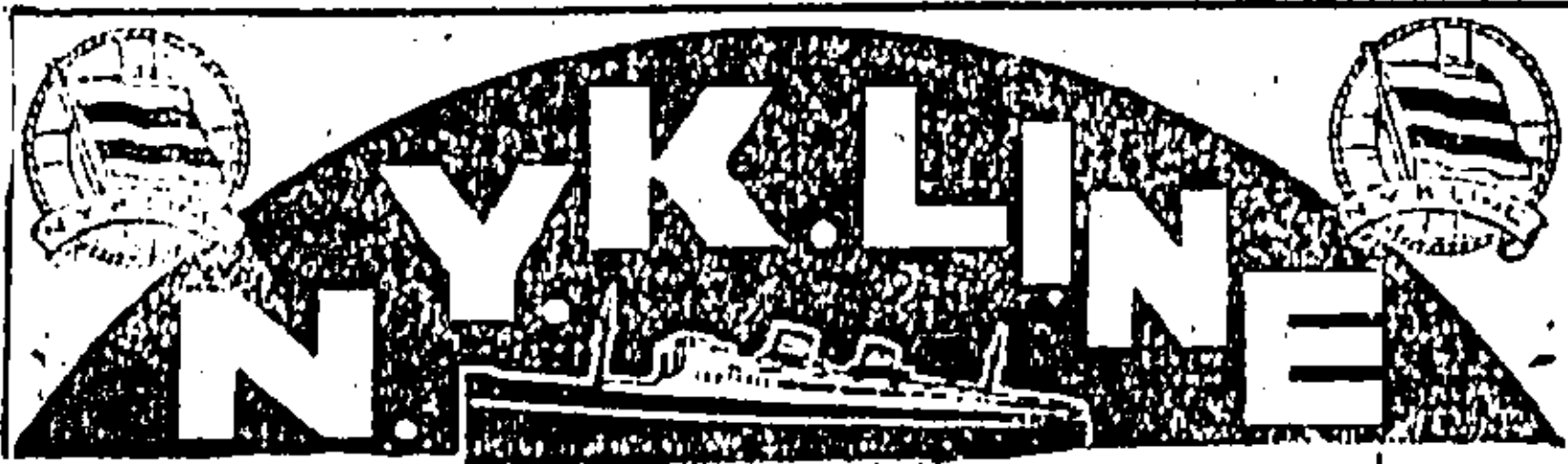
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NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. MONCALIERI (cargo boat)	Oct. 15	Oct. 25
S.S. CARIGNANO (cargo boat)	Oct. 20	Nov. 2
S.S. PILSNA (passenger boat)	Oct. 20	Nov. 1
S.S. GANGE (passenger boat)	Nov. 10	Nov. 23
S.S. VENEZIA-L. (pass. & cargo boat)	Nov. 16	Dec. 20
M.V. HILDA (cargo boat)	Dec. 14	Jan. 17
S.S. CRACOVIA (passenger boat)	Dec. 15	Dec. 27

* Outward voyage to Shanghai only.
Particular attention is called to the s.s. Gange which will make
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sengers to reach London in 25 days in time for the Christmas
Holidays.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
CHICHIBU MARU	Wednesday, 28th October.
TATSUTA MARU	Wednesday, 11th November.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIYE MARU	Tuesday, 3rd November.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
HARUNA MARU	Saturday, 17th October.
KATORI MARU	Saturday, 31st October.
SYDNEY & MELBOURNE via Manila & Ports.	
KAMO MARU	Saturday, 24th October.
KITANO MARU	Saturday, 21st November.
BOMBAY via Singapore, Penang, & Colombo.	
GENOA MARU	Monday, 26th October.
TOKUSHIMA MARU	Friday, 30th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
RAKUYO MARU	Thursday, 15th October.
NEW YORK, BOSTON via Panama.	
TSUYAMA MARU	Wednesday, 11th November.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.	
TOYOOKA MARU	Friday, 13th November.
CALCUTTA via Singapore, Penang & Rangoon.	
MORIOKA MARU	Thursday, 15th October.
MALACCA MARU	Saturday, 7th November.
SHANGHAI KOBE & YOKOHAMA.	
KITANO MARU (Nagasaki direct)	Friday, 16th October.
HAKONE MARU	Friday, 16th October.
DAKAR MARU	Thursday, 22nd October.

For further information apply to:--NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saloon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Thurs.,	5th Nov.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZA, BETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singa- pore & Colombo.	Arabia Maru	Wed.,	4th Nov.
BRISBANE, SYDNEY, MEL- BOURNE, AUCLAND & WELLINGTON via Manila. JAPAN PORTS (Frequent Services).	Melbourne Maru	Fri.,	6th Nov.
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Andes Maru	Sat.,	17th Oct.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	London Maru	Sun.,	8th Nov.
BOMBAY & KARACHI via Singapore, Belawan Deli & Colombo.	Tokai Maru	Fri.,	23rd Oct.
CALCUTTA via Singapore, Penang & Rangoon.	Borneo Maru	Mon.,	19th Oct.
HAIPHONG via Hoihow & Tientsin (Fortnightly).	Havana Maru	Sun.,	18th Oct.
KEELUNG via Swatow & Amoy (3 p.m. every Sun- day).	Menado Maru	Sat.,	17th Oct.
JAPAN PORTS via Keelung	Seattle Maru	Wed.,	21st Oct.
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs.,	22nd Oct.

For further particulars please apply to:--
OSAKA SHOSEN KAISHA
Telephone 28061.



WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by
the Kwangtung River Conservancy
Commission, shows in feet the
water levels on the West River,
North River and East River on
the dates named:—

	Oct. 12	Oct. 13
West River at Shihing	6.4	4.6
North River at Samshui	5.8	5.7
North River at Tsingyun	5.4	5.2
East River at Shihing	2.3	2.0

The highest levels recorded
are: Shihing, 41 feet; Tsing-
yun, 29.2 feet; Samshui, 27.3
feet; Shihing, 15.5 feet.

The lowest levels on record
are minus 5 feet at Samshui and
minus 2.7 feet at Shihing.

ARRIVALS OF SHIPS.

Monday, October 13.
Kahoku Maru, Japanese str., 1,875
tons, Capt. Yamachi, from Can-
ton, Yau-mati.—D.K.K.

Tuesday, October 14.
D'Artagnan, French str., 9,608 tons,
Capt. F. Malanville, from Sai-
gon, Kowloon Wharf.—M. M. &
Co.

Corneville, Norwegian str., 2,747
tons, Capt. O. Carlsen, from
Shanghai, buoy No. A15.—
Thoresen & Co.

Dorry, Chinese str., 1,083 tons,
Capt. J. Bruhn, from Hoihow,
Kowloon Wharf.—Chau Yue
Teng.

Haidia, British str., 1,144 tons,
Capt. W. Lee, from Hoihow,
Stonecutters.—Wo Fat Sing.

Hansgang, British str., 1,366 tons,
Capt. J. Moodie, from Canton,
buoy No. B2.—J. M. & Co.

Hiram, Norwegian str., 1,109 tons,
Capt. E. Hannevig, from Swa-
tow and Bangkok, buoy No.
B8.—Thoresen & Co.

Hong Hwa, British str., 1,924 tons,
Capt. H. G. Hay, from Swatow,
buoy No. A14.—Ho Thong &
Co.

Hozan Maru, Japanese str., 1,383
tons, Captain H. Oyama, from
Swatow, buoy No. B23.—O.S.K.

Kaying, British str., 1,572 tons,
Capt. J. D. Fraser, from Swa-
tow, buoy No. B15.—B. & S.

Morieko Maru, Japanese str., 3,096
tons, Captain M. Sumi, from
Moji, buoy No. A6.—N.Y.K.

New Mathilde, British str., 842
tons, Capt. D. Thomas, from
Hoihow, Kowloon Bay.—Yik
Tai S.S. Co.

Ninghai, British str., 1,482 tons,
Capt. W. J. King, from Swa-
tow, buoy No. B21.—B. & S.

Nitto Maru, Japanese str., 1,278
tons, Capt. S. Ueki, from Can-
ton, Kowloon Wharf.—O.S.K.

Santo Maru, Japanese str., 1,557
tons, Capt. I. Nakamura, from
Port-Redon, Yau-mati.—M.B.K.

Sun Kong, Chinese str., 322 tons,
Capt. Leung Pat, from K. C.
Wan, Salkong Wharf.—Wo
Hop S.S. Co.

Tjibadak, Dutch str., 4,800 tons,
Capt. J. J. Duit, from Tg.
Pandan, buoy No. A2.—J.C.J.L.

Tirpitz, German str., 4,974 tons,
Capt. Kunsmann, from Singa-
pore, buoy No. A9.—Jebson
& Co.

WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—

Berwick—North arm.
Bridgewater—North arm.
Cornflower—No. 8 buoy.
Herald—No. 4 buoy.
Kent—No. 6 buoy.
Magnolia—No. 3 buoy.
Marazion—No. 5 buoy.
Medway—In dock.
Moth—No. 9 buoy.
Olympus—East wall.
Odin—East wall.
Orpheus—West wall.
Oswald—West wall.
Osiris—East wall.
Otus—West wall.
Pandora—West wall.
Parthian—West wall.
Perseus—East wall.
Phoenix—West wall.
Proteus—West wall.
Sandwich—No. 7 buoy.
Sepoy—No. 11 buoy.
Seraph—No. 12 buoy.
Serapis—No. 13 buoy.

STEAMERS' MOVEMENTS.

The m.v. Malayan Prince from
New York sailed from Shanghai on
October 14, and is expected to ar-
rive here on October 16.

The P. & O. s.s. Kashgar left
Singapore for this port on Octo-
ber 11 at 6 a.m. with the outward
English Mails, and is due here on
October 15 at about 4 p.m.

The s.s. Hakone Maru from Lon-
don via Marseilles, Naples, Suez,
Colombo and Singapore is due here
on October 15 at about 4 p.m.—
one day earlier than the original
schedule.

Sirdar—No. 11 buoy.
Somme—No. 10 buoy.
Sterling—Kowloon wharf.
Tamar—Basin.
Tarantula—South wall.
Vindictive—North wall.
Foreign Men-of-War.
Craonne—French despatch vessel.
Macau—Portuguese gunboat.

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Hong Kong	Leave	Oct. 29
Manila	"	Oct. 31
Bangkok	"	Nov. 4

thence to Singapore, Batavia, Macassar, Sydney,
Auckland, Suva, Pago Pago, arriving Honolulu December
11th, San Francisco December 16th.

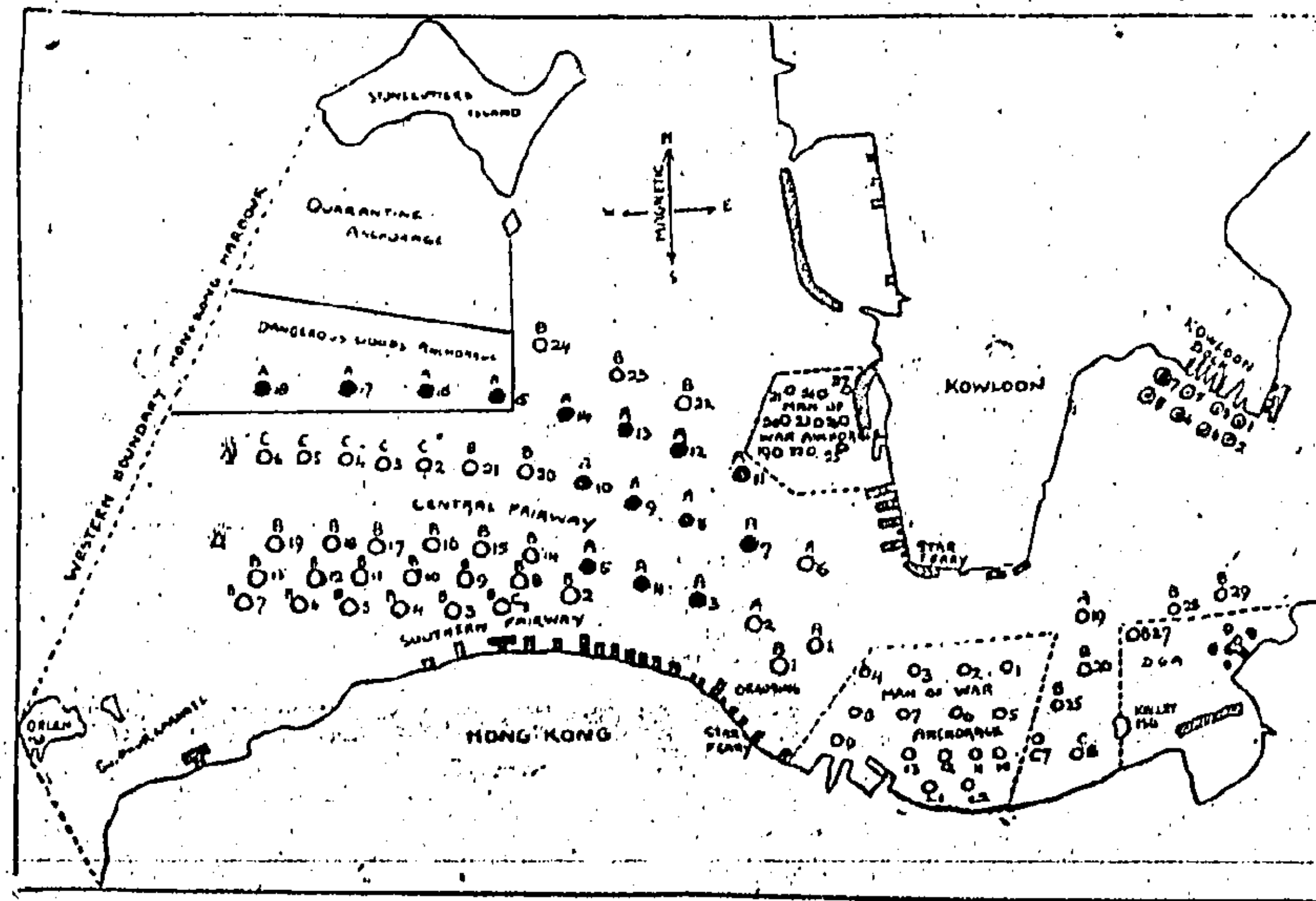
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Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 27
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26

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"CALCHAS" 10th Nov. For Marseilles, Casablanca, London,
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LIVERPOOL SERVICE.

"TROIUS" 3rd Nov. For Port Said, L'pool, Havre, Rotter-
dam and Hamburg

NEW YORK SERVICE.

"GLAUCUS" 8th Nov. For Boston, New York, & Baltimore
via Philadelphia and Singapore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TYNDAROS" 10th Oct. For Victoria, Vancouver & Seattle
"PROTERILAUS" 18th Nov. For Victoria, Vancouver & Seattle

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"PATROCLUS" Due 16th Oct. For S'hai, T'iao, Taku & Dalny
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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
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CHANGTE	In port	Oct. 20	Oct. 23	Nov. 8
TAIPING	Nov. 6	Nov. 17	Nov. 20	Dec. 5
CHANGTE	Dec. 11	Dec. 18	Dec. 21	Jan. 6

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*IBURDWAN	6,500	31st Oct.	Marselles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*ALIPORE	5,300	4th Nov.	Straits, Colombo, Bombay & Karachi.
*NAJERA	16,000	7th Nov.	Marselles, London, Rotterdam, Ant- werp & Hull.
*KASHGAR	9,000	21st Nov.	Marselles & London.
*RAJPUTANA	17,000	5th Dec.	Marselles & London.
*CORFU	15,000	12th Dec.	Marselles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*SOMALI	9,300	26th Dec.	

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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	16th Oct.	Singapore, Penang & Calcutta.
SANTHIA	8,000	29th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Nov.	Singapore, Penang & Calcutta.
TAKADA	7,000	26th Nov.	Singapore, Penang & Calcutta.

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NELLORE	7,000	31st Oct.	Manila, Rabaul, Brisbane, Sydney
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NANKIN	7,000	2nd Jan.	

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The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1931.	
KASHGAR	9,000	16th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
*MACEDONIA	11,000	23rd Oct.	Shanghai, Kobe & Yokohama.
*KHIVA	9,000	1st Nov.	Shanghai, Moji & Kobe.
TANDA	9,000	6th Nov.	Shai, Moji, Kobe, Osaka & Y'hama.
KAKADA	7,000	6th Nov.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	6th Nov.	Shanghai, Kobe & Yokohama.
*KIDDERPORE	5,300	8th Nov.	Shanghai, Moji & Kobe.
*SOHALI	4,800	14th Nov.	Shanghai, Kobe & Yokohama.
SIRHANNA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
SURFU	15,000	20th Nov.	Shanghai, Kobe & Yokohama.
*KHYBER	9,000	28th Nov.	Shanghai & Kobe.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	4th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shai, Moji, Kobe, Osaka & Y'hama.
SANTHA	8,900	18th Dec.	Amoy, Moji, Kobe & Osaka.
KARIMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.

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CENTRAL SEE THEATRE HEAR

COMMENCING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

William ("Wings") Wellman's
Cloud - Climbing Romance



Like Another
"WINGS"
ALL TALKING

CHARLES (Buddy)
ROGERS
in
"Young Eagles"

WITH
JEAN ARTHUR
PAUL LUKAS
A Paramount Picture

Lovable Buddy just as every-
body loves to see him, impetuous,
daring, wholehearted, sincere!

NEXT ATTRACTION

ALL-TALKING MOVIE-TONE MELODRAMA
OF SUBMARINE THRILLS

With KENNETH MACKENNA
Farrell MacDonald — Frank Albertson
Stuart Erwin — Warren Hymer
Paul Page — Walter McGrail
Presented by
WILLIAM FOX.



H.K. HOTEL BUILDING ALTERATIONS.

Extensive Programme
Nearly Completed.
MORE LIGHT AND AIR.

Extensive alterations, commenced early in May this year, and expected to be completed by Christmas time, will give the present Hong Kong Hotel building a remarkable appearance, with a neat modernistic touch. The alterations were carried out with the main idea of better lighting in the lounge and dining rooms, coolness, and more air. Mr. A. Brearly, the Hotel Company's engineer, who is supervising the work, conducted a tour of inspection, and explained the numerous alterations.

Plans for the alterations were prepared by Messrs. Palmer and Turner, whilst the work of decorating the entire interior are in the hands of Arts and Crafts.

Main Feature.
The main feature is the demolition of many interior walls, so that the ground and first floors will be practically two huge rooms. The appropriation of several shops facing Queen's Road Central will give the lounge and cafeteria premises extra accommodation.

The first floor scheme provides a commodious grill room replacing the present dining room there. It is nearly three times the size of the present room, as, by the removal of two walls, it will occupy the additional space of Bessie's Bar, and also that over the former cafeteria. This grill room has a placquet dance floor, built directly over the present cafeteria. The dining tables will be on the space now occupied by the present dining room and Bessie's Bar. On the south side of this dining and dance room there is a cocktail lounge, situated on the verandah.

Private Dining Room.
The barber's shop and ladies' rooms have been removed to Gloucester Building, and their position taken by a large private dining room, which is to be used for carnivals, parties, Board meetings, or other big gatherings.

Bessie's Bar has been moved further north by the extension of the dining room, to take the place of the present writing room. It is planned to run the decoration scheme on similar lines to the Spanish note of Bessie's Bar.

On the ground floor, two additional entrances to the hotel have been provided—from Gloucester Building Arcade and from Queen's Road Central. In order to make allowance for the Gloucester Building entrance, the reception offices that face Pedder Street are moved back, following the demolition of the wall behind, and the extra space thus allowed, is used as the lounge. The barber's shop and ladies' room have been removed to the Gloucester Building arcade.

Mac's Cafeteria.
The present cafeteria is enlarged to more than twice its size. The Wai Kee Jade shop on the corner of Pedder Street is to remain, but the next three shops have been removed, the interior walls pulled down and the entire space, in addition to the

WIVES WHO CANNOT COOK.

MISUSE OF LEISURE.

Lieut.-Colonel Sir Arnold Wilson, discussing "the epic and tragedies of civilisations" before the Modern Churchmen's Conference at Oxford, said that a problem very closely allied to the wise expenditure of wealth was the right use of leisure. The misuse of leisure by the people at large seemed to be symptomatic, he said, of the decay of a civilisation.

He gave the following extract from the Roman, Tacitus:

"Again, there are the peculiar and characteristic vices of this Metropolis of ours—the passion for actors, the mania for gladiatorial shows and horse racing. When the mind is engrossed in such occupations what room is left over for high pursuits? What else do we hear our younger men talking about whenever we enter their lecture-halls? And the teachers are just as bad. With them, too, such topics supply material for gossip more often than any others."

Sir Arnold commented: "This passage might have been written to-day. It was actually penned about A.D. 50 when the Roman civilisation was at its height, but decay had begun to set in."

Unhandy Men in the House.

"The results of the present system of education are for all to see: vast numbers of poverty-stricken intellectuals who cannot use their hands to any useful purpose, men unable to paint their houses or to effect even the simplest repairs, unable to understand what is wrong with the simplest mechanism, and obliged to call upon a semi-skilled workman to perform the simplest task; women unable to sew or cook or to look after children, and who are miserable because they cannot afford to pay for others to serve them."

"Recent legislative changes which have tended to make a great proportion of the nation look to the State to provide them from the cradle to the grave have their counterpart in previous ages. The results have invariably been disastrous."

SCAREMONGERS BEWARE!

Four persons were sentenced at Bremen, Berlin to imprisonment for circulating false rumours which started a run on a savings bank. A woman teacher who was found guilty of the same offence was fined £10.—Exchange.

site now occupied by Mac's, is used as the cafeteria.

One of the advantages of this alteration will be that the selling counters now situated at the rear of the cafeteria will be removed to Queen's Road. With this change, the show room and buffet snack room facing Queen's Road are removed. The wall which now separates the cafeteria from the lounge is pulled down and replaced by a low grating.

The whole of the granite front columns and base of the granite pillars have been chipped and remodelled with green terrazzo, thus giving a natural glossy polish, and a better appearance as a whole to the Hotel building. The terrazzo is more hygienic.

ACROSS LIBYAN DESERT.

Visit to A Coptic
Monastery.

SIDKY PASHA'S TRIP.

Alexandria, August 17.
Sidky Pasha has arrived from Cairo after a two-day trip of 285 miles across the Libyan Desert. During the trip the Prime Minister visited the Coptic monastery of Deir Pirameos.

This was the first time that the head of the Egyptian Government has visited any of the famous desert Coptic monasteries, of which Deir Pirameos is the most ancient. It was created in the fourth century to provide an abode for the Princes Maximus and Domadion, two sons of the then Byzantine Emperor.

The Prime Minister's party, included the Ministers of War, Communications, and Agriculture. They travelled in motor-cars. The Director-General of the Frontiers led, with a Bedouin tracker to show the way. A detachment of light armed cars acted as escort.

On approaching the monastery, which is constructed of white stone in the form of a medieval fortress, with high walls, they were met by a detachment of mounted Bedouins. The venerable Patriarch Yoannes, who had come specially from Cairo, greeted the Prime Minister on his arrival.

Proposed Motor Road.

The day was passed in visiting the monastery and also the long-established salt works at Wadnatrun. After spending the night at the monastery, the party went on to Alexandria. The Premier took the opportunity to inspect the line of the proposed Cairo-Alexandria motor road across the desert. This follows the old Roman road, and links the interior with the seaboard, which in Roman times was a great agricultural area.

In this connection Sidky Pasha authorised the study of a scheme which Green Bey (Governor of the Western Desert) outlined for the redevelopment, as in the Roman Period, of the northern portion of the Libyan Desert. It is proposed to reopen the Roman cisterns, abounding in the area, which, owing to neglect, have been filled up with sand, and to plant trees in their neighbourhood. This, while creating a series of oases, would increase the rain supply, and enable the area to regain the agricultural prosperity it enjoyed 2,000 years ago.

It is a highly important project, because not only would the nomad Bedouin be provided with the means to become useful members of society, but the task of the authorities, Italian as well as Egyptian, in controlling desert tribes and preventing raids across the frontier would be greatly facilitated.

ATTEMPTED KIDNAPPING FOR FOREIGN LEGION.

Two Frenchmen, charged with recruiting for the Foreign Legion, have each been sentenced, at Lunenburg to four years' penal servitude and a fine of £75.

It was alleged that they had attempted to carry off a young German in a motor-car, after making him unconscious with a drugged cigarette.

AMUSEMENTS

AT THE
QUEEN'S TO-DAY TO
SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A 1931 DYNAMO!

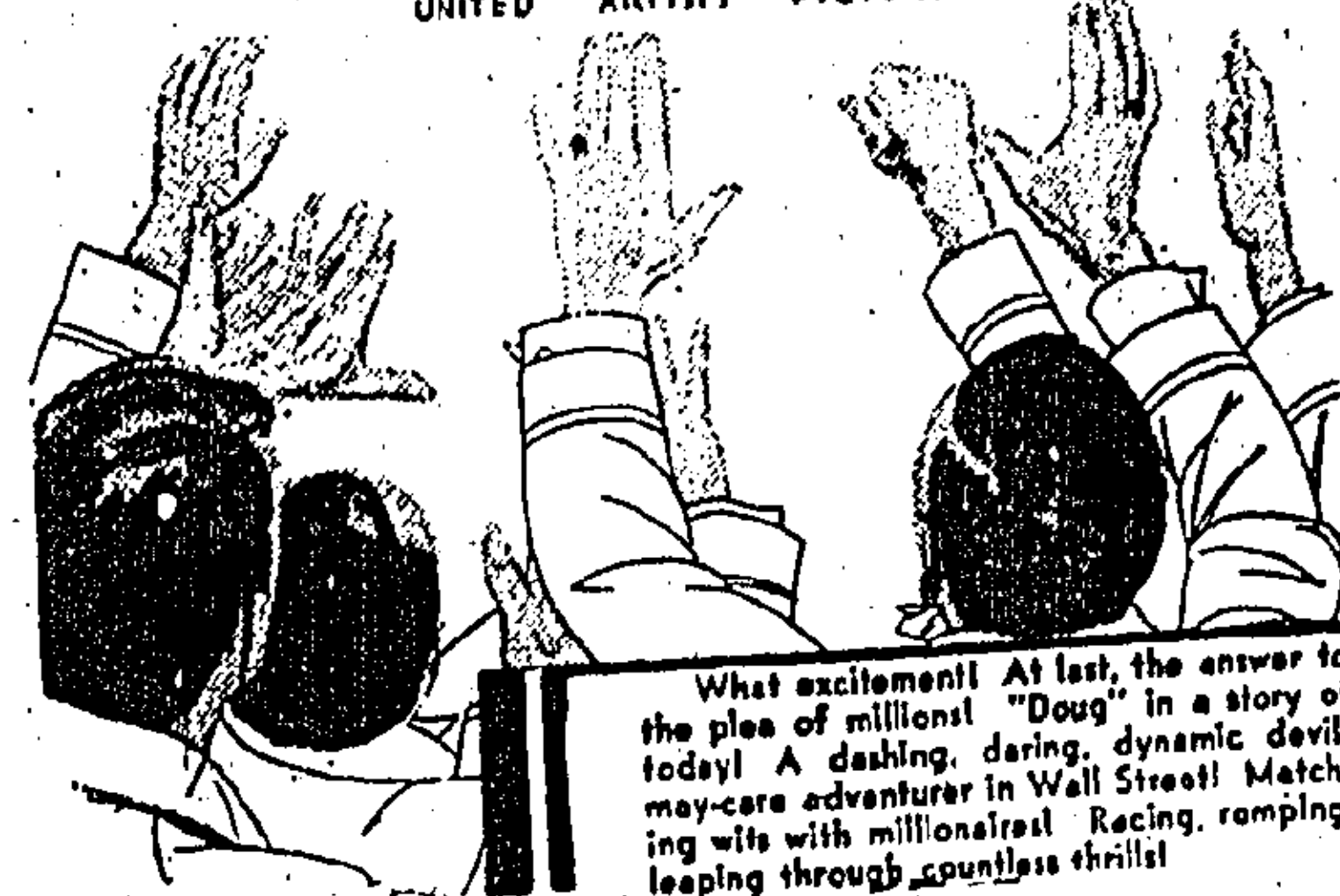
Doug in
modern dress
as a wizard
of high finance!



Douglas Fairbanks
"REACHING FOR THE MOON"

WITH
BEDE DANIELS

Presented by JOSEPH M. SCHENCK UNITED ARTISTS PICTURE



NEXT CHANGE

LILLIAN GISH

One Romantic Night



HER
FIRST
TALKING
PICTURE

with
ROD LA ROCQUE
CONRAD NAGE
MARIE DRESSLER
O-P-HEGGIE
Directed by PAUL L. STEIN
Supervising Director
JOHN W. CONSIDINE



UNITED ARTISTS PICTURE



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